

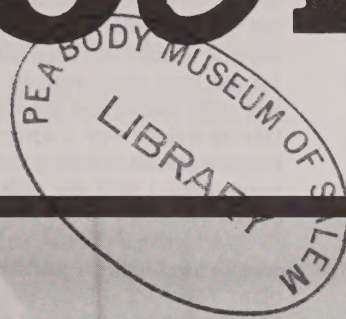
Twice a Month!



messing about in BOATS

Volume 10 - Number 22

April 1, 1993





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Our Next Issue

Will feature some nostalgia tripping as Moby Nick brings us "Rowing at Scout Camp"; Ward Bell reminisces about sailing Snipes and Stars in the thirties, and we reprint a 1915 cruising tale by one Henry Peck, "Prowling the Sound". A couple of reports of winter events have reached us: David Gulley's "New Year's Messabout on the Cheasapeake", and Sharon Brown's "Photo Weekend at Mystic Seaport". And "Tom's Coast of New England" will take us from Provincetown to Salem. Designs will include a 22' power catamaran workboat by Phil Bolger, and Joe Raymaker's confession of his tribulations as a "Self Styled Naval Architect". The projects should include Part 8 of David Goodchild's "Building Toad Hall-the Rig", and some more of your projects including a duckboat, a "Whisp", a "Dispro", and a decked "Sweet Pea". And Gregg Shadduck extolls the virtues of combining boats and bikes, with the latter as tow vehicle.

On the Cover

Steve Smith, who runs the Beetle Cat boatshop for Concordia in S. Dartmouth, Massachusetts, at ease under sail in one of the traditional Beetle Cats they still turn out in moderate numbers every year. A full story on the Beetle Cat and Leo Telesmanick, the man who kept them coming for a half century is featured in this issue.

COMMENTARY

I planned to feature my story on the Snow Row in this issue, I had attended this pre-season hard core event as mentioned on this page in the last issue just before that one went to press. Essential to this report would be all the great photos I shot with my new (to me, it is second hand) 250mm zoom lens 35mm camera. But I found afterwards that I didn't get any! Technology again defeated me. The film in my new camera, it seems, is rolled up onto the takeup reel in the opposite rotation from that in my wife's camera, which I had been using for ten years for the long shots with its 200mm lens. I just went ahead and fed the film over the take-up reel the way I always had, and never knew it wasn't winding through frame by frame until I sent the rolls off to be processed. Nothing!

So, with no photos, and no official results in hand either, I just chucked the whole plan. Too bad, it was quite a day with a strong northeast wind and snow flurries, in the high twenties, and a number of the 40 or so boats taking part took on some water, a couple had to be rescued. The top place again went to Chuck Mainville's 4-oar plus cox gig, "Occam's Razor" skippered by his son Frank, but it was a close race with the Scilly Isles gig "Kittery", a sentimental favorite of many who marvel at the big gig's elegance. "Kittery" isn't always able to muster a regular crew, and as it happened at Hull, at the last minute, Dan O'Reilly, one of her builders, was drafted out of his Piscataqua wherry to fill out the full complement. I had some nice photos composed of these two closing on the finish across the current of Hull Gut.

My next set of long shots should be okay, unless I find out something else I don't know about the camera. I am not a photographer, never have been, never wanted to know any more than I had to about working a camera well enough to get the photos I want. My regular camera was one of those short zoom lens automatics for the past few years, it would zoom to about 70mm, good for bringing in a scene usefully but not for real telephoto work. Then I "dipped" it into the Mystic River two years ago when getting back into my boat on Mason's Island at the annual June Small Craft Meet. The dip, in and out in maybe a second as I bent over, did in the electronics. So its replacement is one of those yellow bodied waterproof types that float, with a modest little zoom capability. This one is also automatic, it does everything, I just compose the view I am after and hit the button. Great.

Doing what I do requires me to have some involvement with technology. It's not that I'm anti-gadgets, I once worked in a machine shop, still do most of my own car repairs (the '82 Ford van is still something I can fix), rebuilt motorcycle motors uncounted

times, make a lot of my own small boating gear, and muddle along with my lifetime collection of hardware store level tools in my old barn shop. But most of this involves tools and devices that have obvious operational characteristics. When I get into the things that are run by little black boxes with no apparent way to "fix" them should they fail, I get mildly disenchanted.

I'm composing this commentary on one of these things, it's a cast off Mac SE word processor that has now replaced my stone age Radio Shack TRS 80 which I have been using to set type since about 1985. That, in turn, had replaced a set of Friden Justowriters, electro-mechanical typesetters that I had bought new in 1965 for my publication work of that time. They lasted twenty years and I could fix most of the things that went wrong. The Radio Shack never gave me any trouble so I got comfortable with it, even though my computer literate friends and relatives had some good laughs over it. This Mac SE has required me to learn a bunch of new ways of doing my work, fortunately it came from my daughter, who upgraded to a far more sophisticated Mac something or other, and she coaches me as I muddle along. So, you'll maybe find some funny looking typesetting in these next few issues as I strive to master this user friendly black box driven tool.

I confess I am being lured deeper into publishing technology by its siren song of time saving, for if I can unburden myself of time consuming tasks such as typesetting all the stuff you read on these pages, I get more time to go play with my boats. Working with my daughter, who runs her own word processing business out of a room in her house that looks like the bridge deck of the starship "Enterprise" we now have something called a scanner, a good one with top software, that can look at manuscripts that arrive here and put them onto a disc I can then put into this SE and edit. Sure it makes mistakes, but I make more keying in the stuff, and it is faster. Suddenly I have markedly reduced my production hours at the keyboard! I don't know how it works but as long as it does, great. And I don't have to deal with it, my daughter does this for old Dad, giving me the disc to work on, all the selected articles scanned into it.

Looking ahead to more playtime (work is also play too, but...) this summer, I am contemplating whether or not to put an outboard on the Typhoon I bought from Tom. I won't need it to come and go from my mooring, and Tom sailed the boat all last summer to Maine and back without one (he rowed when necessary). Along with no outboard, no fuel, no electronics, no battery, no technology. This does appeal to me. We'll see.

Happenings

The busy season is at hand and so I am restricting the listings in this calendar each issue those scheduled for the current month and the following month, except for later events that may require really early advanced planning (marked with an *). These listings are what we receive, I do not solicit them nor research them, no time for that.

Great Age of Sail Exhibit, Treasures from National Maritime Museum of Greenwich, England, through June 2. Peabody Museum, Salem, MA, (508) 745-1876.

Antique Motorboating Symposium, April 2-4. Mariner's Museum, Newport News, VA, (804) 595-0368.

Professional Finishes Course, April 3. N.W. School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

Sea Kayak Assisted Rescues Courses, April 3 & 17., May 1 & 15. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Sea Kayak Self Rescues Courses, April 4 & 18, May 2 & 16. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Getting Started in Coastal Kayaking Course, April 5. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Paddling England's Waterways, April 8. L.L. Bean, Freeport, ME, (800) 341-4341.

Paddle Making, April 8-9, Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Whitewater Rafting Season Starts, April 10. Downeast Whitewater, Center Conway, NH, (603) 447-3002.

Maine Guide Canoe Workshop, April 10-15. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Celestial Navigation Course, April 10 & 17. Museum of Yachting, Newport, RI, (401) 847-1018.

Choosing a Sea Kayak Course, April 12. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Chelsea 2000 Rowing Race, April 13. Chelsea Rowing Club, Norwich, CT, (203) 886-5206.

Selecting a Canoe Course, April 15. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Exploring Nova Scotia's Eastern Shore, April 16. L.L. Bean, Freeport, ME, (800) 341-4341.

Nautical Flea Market, April 17. World's Fair Marina, Flushing Bay, NY, (212) 734-9474.

Re-Canvassing Canoes, April 17-18. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Sea Kayaking Overnight Trip Course, April 19. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Canoe Paddle Strokes Course, April 22. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Lapstrake Skiff Building Course, April 23-25. South St. Seaport, New York, NY, (212) 669-9400.

Customizing Your Sea Kayak Course, April 24. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

River Cruise, April 24. Connecticut Oar & Paddle Club, Essex, CT, (203) 434-2534.

Sausalito Smugglers Regatta, Sail & Oar, April 24. Sausalito Cruising Club, 1707 Bridgeway #3, Sausalito, CA 94965.

How to Make a Strip Planked Kayak, April 24. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Wood Turning Course, April 24. N.W. School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

Introduction to Whitewater Canoeing, April 24-25. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Sailing & Maintaining a Traditional Schooner Workshop, April 26-30. N.W. School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

Overnight Canoe Trip Planning Course, April 29. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Whitewater Canoe Paddling Weekend, April 30-May 2. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Introduction to Metallurgy, May 1. Center of Wooden Boats, Seattle, WA, (206) 382-BOAT.

Merrimack River Cleanup, May 1. Rings Island Rowing Club, Salisbury, MA, (603) 465-7920.

Spring Launchings Volunteer Day, May 1. South St. Seaport, New York, NY, (212) 669-9400.

Northwest Small Boat Messabout, May 1. Olympia, WA, (206) 526-1579.

9th Annual Cedar Key Small Boat Meet, May 1-2. Cedar Key, FL, (904) 543-5307, (313) 468-6456.

Cape Cod Frosty North American Championships, May 1-2. CCFCA, Box 652, Cataumet, MA 02534.

19th Annual Wooden Boat Show, May 1-2. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

National River Cleanup Week, May 1-8. American Canoe Association, Savannah, GA, (912) 355-1866.

Merrimack River Dory Sprints, May 2. Rings Island Rowing Club, Salisbury, MA, (603) 465-7920.

1,000 Meter Sprints, May 2. Mystic River Rowing Club, Mystic, CT, (203) 536-9247.

Spring Commissioning & River Race, May 8. CROPC, Essex, CT, (203) 434-2534.

Sand Casting & Foundry Techniques, May 8 & 15. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Wooden Boat Refinishing Course, May 15-16. Antique Boat Museum, 750 Mary St., Clayton, NY 13624.

Greenland Kayak Building Class, May 15-23. Superior Kayaks, Bloomingdale, IL, (708) 894-2512.

Lapstrake Skiff Building course, May 21-23. South St. Seaport, New York, NY, (212) 669-9400.

Essex River Race, May 22. Cape Ann Rowing Club, Essex, MA, (508) 774-0906 6-9pm.

Solo or Tandem Canoe Paddle Strokes Courses, May 22. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Lapstrake Planking Course, May 22-23. Antique Boat Museum, 750 Mary St., Clayton, NY 13624.

Spring Paddling Tuneup, May 22-23. Baer's River Workshop, Exeter, RI, (401) 295-0855.

Coastal Kayaking Lesson Level I, May 23. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

*Wooden Boat School Begins, June 6. Brochure from Wooden Boat School, Brooklin, ME, (207) 359-4651.

*New York Wooden Boat Festival, June 19-20. South Street Seaport, New York, NY, (212) 669-9400.

*Small Boatbuilders' Get Together, June 19-20. Clearwater Hudson River Revival, Valhalla, NY, (914) 435-7964.

*Wooden Boat Show, June 25-27. "Wooden Boat" magazine, Brooklin, ME, (207) 359-4651.

*Finlandia Clean Water Challenge, June 27-August 2. American Canoe Association, Springfield, VA, (703) 451-0141.

*Summer Boatbuilding Courses, beginning July 10. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

*Outdoor Discovery Program Canoe & Kayak Workshops, Spring & Summer 1993. Brochure from L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

INSURANCE - A 'POLICY' NOT A PIECE OF PAPER

All of us have automobile insurance. While we don't plan on having an accident, most of us would not start the engine without it.

Most of us have health insurance. While we don't plan on getting sick, we are aware of the possibility. If and when we change jobs one of the first questions we ask is about the company's health plan.

The majority of us have life insurance. While we don't plan to die immediately we know that we are not immortal and want to protect our loved ones as best we can.

And yet - we take the wife and the children out on the deep waters and too often ignore the cheapest insurance of all - a Coast Guard Auxiliary free safety check.

A Courtesy Marine Examination will not, unfortunately, prevent a boating accident: It will ensure that your vessel is properly equipped to meet and cope with most emergencies. You can "know before you go." You can know that:

Your PFD's (personal flotation devices) are sufficient in number and in good condition.

Your fire extinguishers are fully charged

and properly mounted.

Your engine compartment is properly ventilated, the fuel system is in good shape to reduce the possibility of explosion.

That the backfire flame arrester is clean and securely fitted.

That your anchoring gear (anchor, chain and rode) is suitable for local waters.

That your navigation lights all burn brightly.

That your "dewatering devices" (bilge pump/bailer) are in operating order and ready to hand.

That your visual distress signals are "readily accessible" and if they are flares have not passed their expiration dates.

This kind of insurance is so easy to get. There is no premium to pay. Just call your nearest Coast Guard Auxiliary Flotilla and an "agent" - a qualified Courtesy Examiner - will gladly check your boat so you can display the Seal of Safety decal.

Tom Shaw, United States Coast Guard Auxiliary

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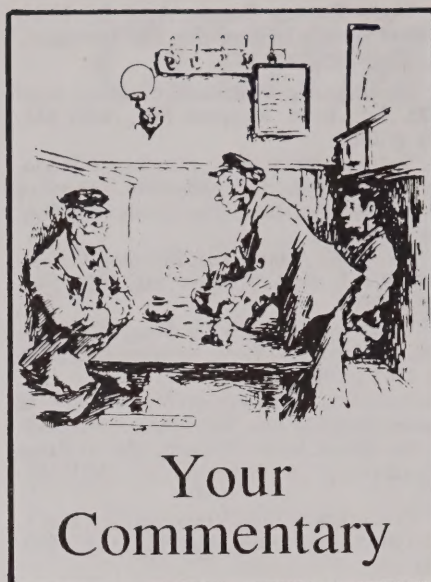
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Your Commentary

COME VISIT US AT SANDY BAY

We would like to extend an invitation to all interested persons to come down to "T" wharf in picturesque Rockport, Massachusetts this season to enjoy a Sunday morning coffee at our Sandy Bay Yacht Club. Our season kicks off in May and ends in October, although there are a few hardy frostbiters out in winter.

The Sandy Bay Yacht Club has no tennis courts, no swimming pool, no high costs. We do have launching facilities, boat storage, launch service, good equipment and an affable staff. We do have a few spaces available for pulling boats or skiffs right now too.

We own a Rhodes 19, two Bullseyes, a fleet of Flying Juniors and numerous rowboats, all available at a moderate fees. There is a sailing instruction program for all ages, weekend and weekday evening sailing races, regattas, boat parades, pot luck suppers, "steak outs", and wonderful Sunday morning coffees. A rocking chair porch overlooks the harbor and the snack bar is open every day during the season.

Contact our manager, Ron Petoff, at (508) 546-9433 for more details and an introduction.

Bob Smith, Vice Commodore, Sandy Bay Y.C., Rockport, MA.

GARDEN STATE BOAT SHOW?

I recently attended a flower show in a fairly new "Garden State Exhibit Center", a rather large one floor facility that struck me would be nice for a small boat show. In an effort to plant a seed, I asked them to contact you on this possibility.

The two shows we do have within reach, the New York Boat Show, almost exclusively large expensive boats, and the Jersey Coast Boat Show, are a waste of time for small boat enthusiasts. I believe there are many of us in this area who would like a small boat show here.

John Smith, Belleville, NJ.



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STILL MORE ON THE OARMASTER TRIALS

Having each boat in the Oarmaster Trials pictured with its specifications made the report in your December 15th issue helpful and informative, supplementing the chart on each boat's performance. But, why oh why didn't they race the boats in some logical divisions, such as by waterline length, by waterline beam, by weight? It seems to me that such classifications would bring us even more enlightening results.

Jon Bradley, Middleboro, MA.

WHAT A SMALL MAGAZINE SHOULD BE

Your "Commentary" in the February 15th issue sums up all points about what a small magazine should be, and "Messing About in Boats" is the bench mark. Contrary to the beliefs of single focus publications that are homes for specialized or niche market advertisers, perhaps other readers share my view that an eclectic magazine promotes far more enthusiasm, insight and enjoyment of a broad range topic such as small boating.

Gayle Smith, Norwich, CT.

APPRENTICE PROGRAM IN NEW YORK

Wayne Ford of Stillwater Farm, Denver, NY 12421, who did a boatbuilding apprenticeship under Lance Lee in Rockport, Maine, is now getting an apprentice program of his own going in a beautiful building with 1,000 square feet of shop space downstairs and living accommodations upstairs. I just came in with a 32' ketch to restore, one I think was advertised in "Messing About in Boats".

Chris Mullen, Vinalhaven, ME.

FINALLY WRITTEN A BOAT POEM

I write the odd poem, but hardly ever one about boats. However, I have now finally written a boat poem and thought perhaps you might like it for your very enjoyable little magazine:

"Spectators Don't Touch the Water"

The seal hunter glides along.
Propelled by his body strong,
His kayak lifts its head with every stroke.
The little boat's crude lines
Its splendor ill-defines;
The paddler speeds to sea, his gods in-
voked.

Sailors on a yacht nearby
The lone mariner now espy;
They laugh and joke; they rue the poor
man's plight.

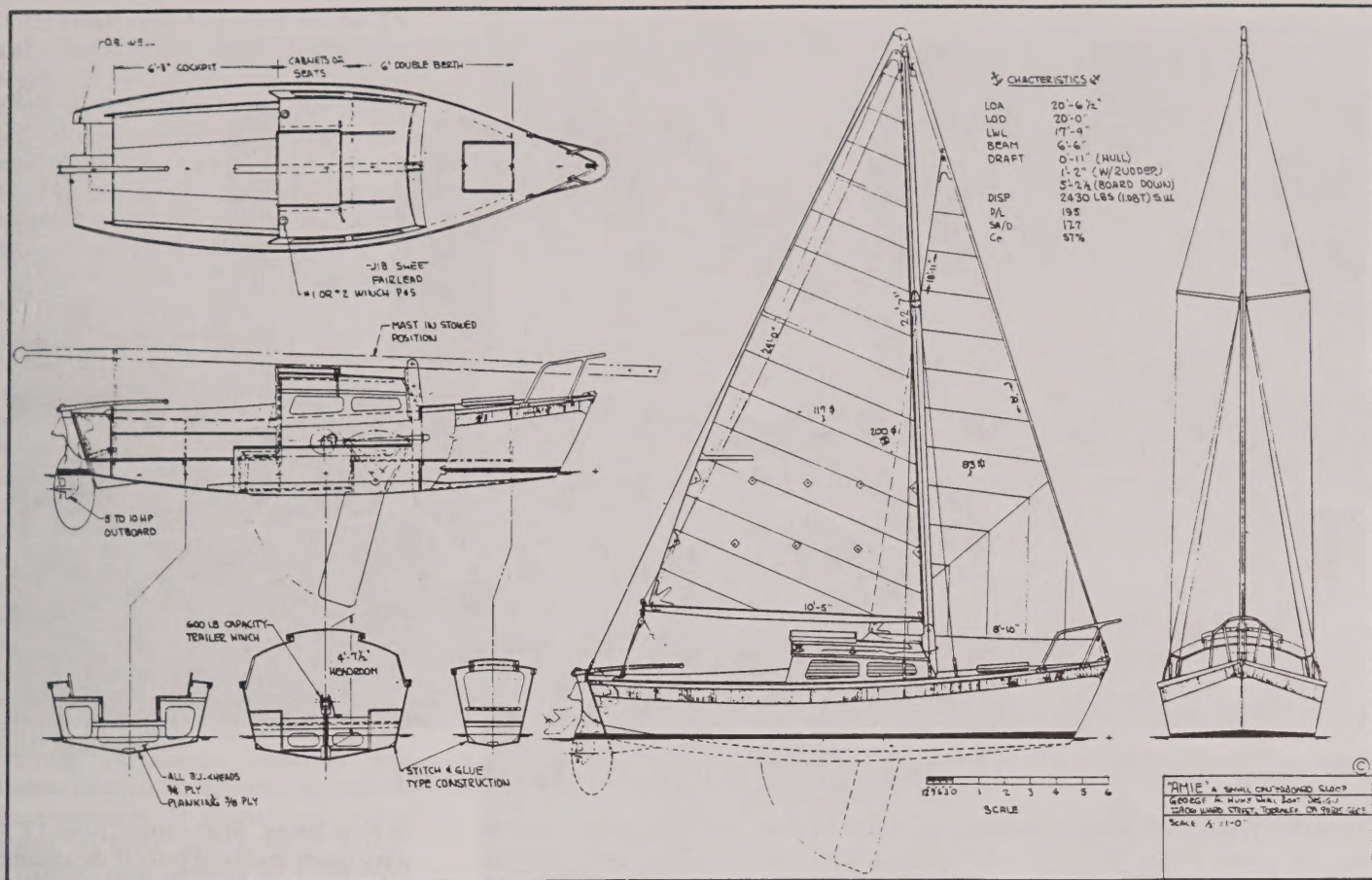
His slender paddle flashes
As through the cat's paws he dashes;
Safe in his tiny craft, his heart is light.

On the yacht, good times abound,
The crew drinks another round,
Their laughter rings over the mighty sea.
And in their grinning faces,
Empty eyes take their places.
Their souls are flown, un-death their des-
tiny.

And the hunter's eyes burn bright,
His grace belies his might,
A broken tooth does to his smile a warmth
impart.

He pulls a little harder,
His fingers touch the water;
He lives, he loves, and gladness fills his
heart.

John McGovern, Ferndale, WA.



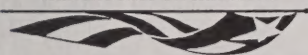
SUCCESSOR EASIER TO BUILD

Following up on your publication of my 1950's design for a 21' sloop in the February 1st issue, here's the drawings for its successor, designed for tack and tape construction. It has a few other "twists" intended to make it easier to build. The plans should be completed by about July 4th.

George Hume, 22906 Ward St., Torrance, CA 90505.

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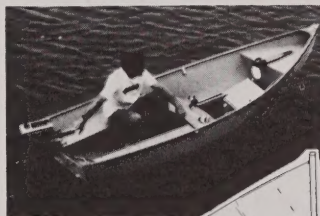
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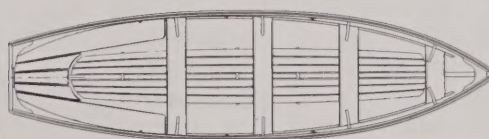
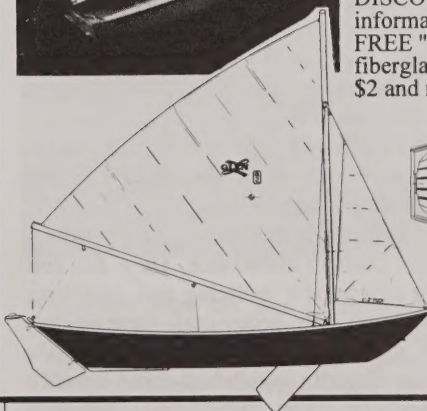
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Last Summer in Boston

by Hugh Ware

(Foreword. The dead of winter is a good time for a late report on two major happenings on Boston Harbor last summer since neither was concerned with the kind of small craft usually seen in **Boats**. I speak of Sail Boston 92 and the Annual Tugboat Muster. Health problems, now fixed, hindered coverage, as will be seen below, and delayed more prompt reporting.)

First, July's arrival of the Tall Ships. My intentions were good. Boston was one of just three American ports the Tall Ship fleet would enter in their loop around the Atlantic. I wanted to cover this historic event since Bob Hicks was committed to cover another event. But it was not to be.

I went in to pick up a press pass at the Tall Ship headquarters on Black Falcon Cruise Terminal in Boston. It was a high-powered operation with scads of paid and volunteer workers bustling about doing an efficient job. Our pass was ready, complete with a thick press kit and several gifts from local firms (a roll of Polaroid film, a ballpoint pen by a Gillette subsidiary, ...). The first nasty surprise popped up when I asked about the press boat. It (yep! just one press boat) would run two trips, one at 6:30AM and the other at 11 and, besides, it was all booked up! Didn't sound like the organizers were doing much for the press. Somewhat discouraged, I went home to seek out other ways of seeing the action..

I called my favorite tugboat operator but he said, "Sorry but no, Hugh. I've already got 256 invitees and I breathe a prayer of thanks every time I get a cancellation." Even getting to the waterfront for viewing from shore would be a problem since the streets were closed-off at 5:30AM. Just about then, I realized that I really was in no shape to fight any further, so watching on the telly would be it. I spent the day reclining under the dining room table (my favorite TV-watching refuge when I need to retreat from life's rigors a bit), getting up only to feed the VCR with a fresh tape or flip a channel.

It was spectacular, of course. The press kit told me that 33 nations were represented by flagships, each of the 19 big Class A (over 170') vessels would lead a flotilla of smaller craft, and a total of 225 vessels (including 34 Class B, 159 Class C including 24 Friendship sloops, 7 yawls, 9 12-meters, 7 maxi yachts, etc) were expected to participate. Some boats were local (that is, from anywhere on the East Coast), some sailed here from overseas. It was a Who's Who of sailing craft, all glad to be part of the Columbus 500th Anniversary celebration.

But my interest lay in the working small craft in attendance. They fell into two categories: policing and assisting. Local and state police craft were on duty but main responsibility belonged to the Coast Guard, which had about seventy vessels on scene, some from as far away

as New Jersey. Sizes ranged from 17' to a big cutter anchored just off the channel as an onwater command center. As a local Coast Guardsman put it, "This is not the weekend to have a boating accident outside of Boston Harbor. All the local stations along the coast have been stripped and only Coast Guard Reservists are on duty."

The regulars were helped out by no less than 87 Coast Guard Auxiliary boats. Before the event, I saw many of these clustered under the Tobin Bridge outside a warehouse, which was being used to house 500 Coast Guard and National Guard personnel. It was, a completely equipped home-away-from-home, even to a pink plastic flamingo amidst a bunch of dusty house plants, according to one newspaper report.

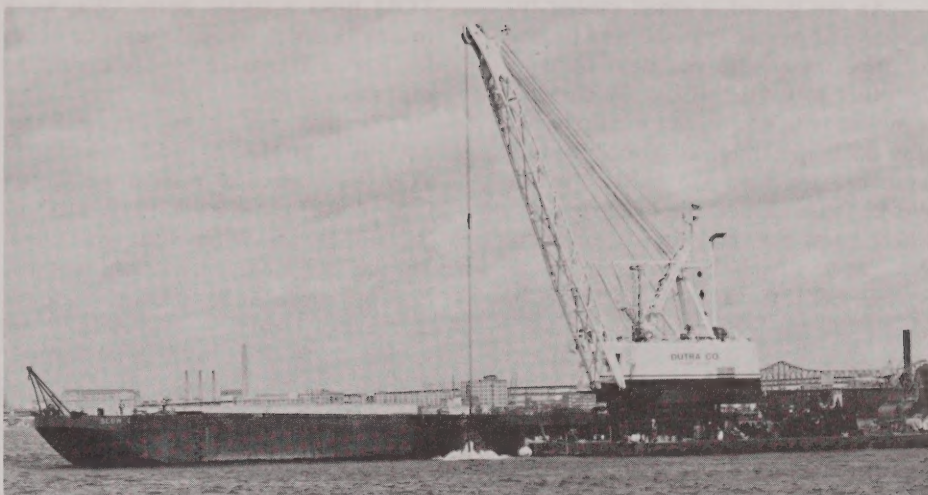
Each flotilla sailed the full length of the Harbor to the Charlestown Navy Yard, where the big ship turned to head to its dock. A sizeable volunteer fleet of tugs had been assembled to assist the turns, an effort coordinated by Mike Duarte of Bay State Towing. An interesting sidelight here: one of the operators, although in bankruptcy, still volunteered his services. Remember, even the smallest of tugs uses several gallons of diesel fuel each hour.

Boston Towing and Transportation supplied six tugs, some like HEIDI among their smallest. Bay State operated three of their four tugs. Guido Tugboat and Salvage sent both tugs. Cashman supplied little WHIZZER.

Other small tugs I spotted on the TV were SEATOW, FT. ANDREW, SHIPSIDE NO. 9, and the Gloucester pilot boat. The small tugs were particularly useful, for it didn't take much power to turn even the biggest of the the sail ships, especially when one tug pushed on the starboard bow while another was on the port quarter.

The week's events were exceedingly well-planned and went off smoothly. It was reported that police made no arrests for Sail Boston-related crimes. The only "crime" that we read or heard about, funnily enough, involved one of the volunteering tugs. It seems that Arthur Knowlton's Guido Tugboat and Salvage rented dock space at Massport's Pier 1. Before Sail Boston, a Massport property administrator told tenants that they and guests couldn't view the Sail Boston festivities from the Pier (but then apparently brought in their own guests). Accordingly, Knowlton took a tug full of his guests out into the Harbor to watch the fireworks one evening. A tampon dispenser was flushed through the toilet but jammed in the macerator. It shorted out, wires began to burn, and a valve broke. "Product" then sprayed on a 480-volt generator. Things got smelly, what with product and burnt wires, and the deckhand was sent below in a raincoat to protect the generator (just part of his regular duties, you know) while Knowlton headed for Pier 1 to get a wet-vac to clean up the mess. He was met by Massport authority denying him access, there was a brouhaha, and charges were filed of assault and battery because he allegedly touched the property administrator's arm....

Now for the Eight Tugboat Muster, held, as usual, on the last Saturday of August in beautiful weather. This year we were guests of Russell Tripp and his Bay State Towing. He sent two tugs. The big RUSSELL JR., the ex-Coast Guard icebreaking tug, had multiple barbecue pits, steam tables, barrels of iced drinks, and a disk jockey with his audio equipment and big speakers. Also a crowd, a veritable host, of guests. We quickly opted for a ride on the equally big LEONARD J., a handsome tug once used to shunt railroad floats across New York harbor. Her virtues were no food (we had our own), far fewer people, and no rock music! She also had a big wheelhouse from which to watch.



Opposite page top: Ken Gallup's "Capt. Tom" goes up against Cashman's "Captain Eric". Right from top: The Dutra Company's "Super Scoop" came from the west coast to dig the trench for the new harbor tunnel. The "QE2" in drydock for repairs to damage from the grounding in Vineyard Sound. The "U.S.S. Constitution" losing her spars enroute to a major overhaul in drydock.

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Aa we waited, a small pusher tug passed and we thought she was headed for the Muster, but she soon went by the other way. RUSSELL JR. cast off, complete with crowd, but soon returned after docking a freighter. Then both tugs were off to cross the Harbor to the World Trade Center, site of the Muster, where a few tugs had already gathered. We passed an oil-skimmer, HARBOR SWEEPER I; it was not headed for the Muster either.

At the site, a smallish grey-hulled tug, the ASTORIA, approached but veered off. We later learned she had towed a big grab-bucket dredge, the SUPER SCOOP, all the way from the West Coast to dig a tunnel across Boston Harbor and she was committed that day to work with the dredge. Rumor reported that Boston Towing and Transportation had commitments for all its active tugs and none could show up. In confirmation of the rumor, their HAROLD A. REINAUER II steamed up close but kept on going down harbor. Just a friendly "hi." The signs were bad. Was attendance going to be small this year?

But tugs dribbled in, one by one, until over twenty were present. Some were newcomers, like the WINDMILL PT. and the JOHN B., most old friends. It was nice to see the old ex-steam tug BATH, once well-known in Maine and then in Portsmouth but now of Boston. She and our host tug, would be co-named Best Large Tugs.

I thought Rhode Island had sent a contingent, for Ken Gallup's HAWK, fitted with most un-tuglike white pipe rails, showed up once again, accompanied by a bigger tug, the CAPT. TOM. Ken told me both were actually temporarily local and working on Vent Six of the sewerage tunnel ("for a cleaner Boston Harbor"). HAWK is now a personnel boat (thus explaining the rails—they didn't hurt, for she was named Best Small Tug) while CAPT.

TOM tows a spoils barge. "We work twenty hours a day and everyone heads for Rhode Island on Friday night," he explained.

Recreational tugs attended too. NAUSET, an 85' Army ST-class tug of WW II vintage, had been at the Muster last year. First-timers EDWARD C. BODFISH, of Mattapoisett, was about 26' and POPEYE, of Marion, was 18'. Both had made the trip up from Buzzards Bay. BODFISH was, I'd judge, a standard Crosby tug/houseboat but POPEYE was custom-built and most impressive. True tug lines, with a bearded bow fender of rope (somebody commented that you only see these now on recreational tugs...), a stainless steel towing arch across the low deckhouse for the desirable amidship towing point, a beautifully laid deck (of teak?)—the whole bit nicely done in a miniature scale. I learned later that she had 110 hp on tap, so she might be capable of serious tug work.

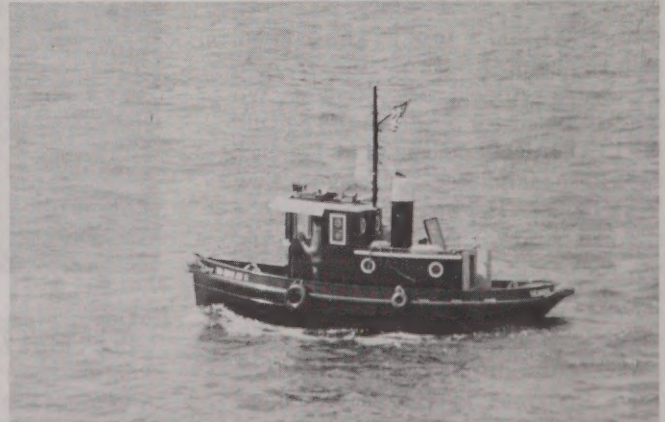
The tugboat parade was lead by the fireboat EDWARD W. FITZ-GERALD with three sprays upwards. Among the several accompanying workcraft was a Coast Guard buoy boat, 46306, whose enthusiastic crew came back to the Muster after work. We passed the drydock wherein the QE2 was having the embarrassing rips in its bottom sewed together. Behind the drydock gate, she sat lower than the water level, uncomfortably reminding us of her recent potential for sinking. Then, on the other side of the channel, we passed the Dutra Corp dredge SUPER SCOOP, methodically chewing away at the bottom of Boston harbor digging a trench into which tunnel sections would be sunk. Report has it that she picks up 24 cu yds per scoop, enough to overfill a 18-wheeler dump trailer. Four other grab buckets were lined up on the back of her barge, perhaps ready for different soil conditions. Later, we passed the toy tug SEAWISE 18 that was in last year's

parade or a lookalike—she was headed the other way and ignored us. We passed the USS CONSTITUTION, her masts like leafless trees, stripped for rebuilding but still open to the public. Then back to World Trade Center and the pushing and other events.

A BT&T tug joined the Muster after all, arriving up somewhere along the way. The H. J. REINAUER, reportedly with Capt. "Jake" Tibbetts himself at the wheel, was one of many pushing against appropriate competition. Her opponents ranged from our host, the LEONARD J. (one-on-one), to a conglomerate of small tugs composed of SHIPSIDE NO. 9, PEDDOCKS ISLAND, FORT ANDREWS, and WHIZZER, with the C. E. CENAC JR available nearby. (No reports on the outcomes of these and other pushes.) The heaving line contest was more popular than ever, going on long after I left. The modellers had radio-controlled model boats running in a temporary ocean on the pier, and pictures and photos were for sale. All very usual.

But it struck me that one Muster element has become increasingly important. The Muster has become more of a family-oriented affair. After Dad has showed-off his tug, the Muster becomes one giant backyard cookout and social affair, where eating and talking predominate. Food is everywhere, and talk flourishes.

To illustrate, my wife and I had a charming chat with a young tug engineer that covered much ground. (It started when he asked if I was feeling okay since I, diligent reporter that I am, was napping, tucked out of the sun under the LEONARD J.'s breasthook.) He turned out to be one of Russell Tripp's children. In this conversation, I discovered a reason to envy them—a Bay State tug bears the name of each one! Wish I could say that.





Opposite page bottom: The two tiniest tugs on the scene; at left "Popeye" approaches "Quenames", at right "Seawise 18" passing by. Above, the midgets take on the big guy, "H.J. Reinauer" facing off against "Shipside #19", "Fort Andrews", "Peddocks Island", and "Whizzer", with "C.E. Cenack" standing by in case help was needed. It wasn't.



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Boating on the Broads

Most Americans interested in boating seem to know something about the canal network in England and the opportunities it offers to explore the countryside by a "narrow" canal boat, but few seem to be aware of the cruising potential of the Norfolk Broads, a network of rivers and interconnected lakes about 140 miles north-east of London. The lakes, or broads, are the result of peat mining before the development of coal mines elsewhere, and are connected by short canals called dykes to several rivers that flow into the North Sea at Yarmouth and Lowestoft.

The more than 125 miles of navigable waterways that constitute the Broads was used for commercial purposes for several hundred years until the 1930's when reliable trucks and im-

proved roads made transportation by water in this area unprofitable. But well before the demise of commercial traffic, the waterways of the Norfolk Broads began attracting Britons who enjoyed holidays on the water and a number of boatbuilders and others formed companies that built up a large fleet of both motor and sailboats available for hire in the first quarter of this century.

Today there are more than 200 motor boats and 450 sailboats for hire on the Broads, ranging from day launches and daysailers to 45-foot motor cruisers and a few 60-foot sailing yachts patterned after the commercial wherries developed through the years especially to meet the unique conditions found on the Broads.

In the northern part, the tide range is less than a foot; somewhat more in the southern region, but still not enough to make mooring and navigation difficult. Although the rivers meander through villages, rural agricultural areas and unspoiled woodland, they are more like canals in that there is enough depth alongside the banks so that running aground is rare, and boats may be moored to the banks throughout much of the area. Also, in every village there is a public quay, or staithe, as they are called in the Broads, which may be used without charge for 24 hours. Water, and sometimes fuel, are usually available at these public staithe.

To the first-time visitors, the Norfolk Broads appear not to have been spoiled by man to any significant extent especially since a great many of the older buildings along the rivers have been preserved and there is an abundance of wildlife to be seen. However, ecological changes have come about over the years, and in March 1988 the Norfolk Broads was designated a National Park so that a special effort is being made to restore and maintain the natural beauty and wildlife of the area.

My wife and I had been aware of the Norfolk Broads as a result of reading the boat-hire literature when we chartered a "narrow" boat for a week-long cruise on the Oxford Canal

in the early 1970's, but it was not until the late 1980's when we read two works of fiction that we were inspired to explore the Broads, even though we have been visiting Great Britain almost annually for the past 25 years.

Coot Club by Arthur Ransome, first published in 1934 as one of a series of books about sailing written for children but equally engaging to many adults, describes the adventures on the Broads of a small group of early teenagers. *Death Under Sail*, the first work of fiction published by the renowned scientist and author, C.P. Snow, in 1932 is set in the same area as *Coot Club*. In both books, the geographical references are accurate in detail.

In April 1991 we found ourselves free to go to England for a week without any commitments, and decided to see what the Broads are like. We drove directly from Heathrow Airport to Horning where we saw immediately the Swan Inn, a hostelry mentioned in both books, and were struck by how unchanged it was from the sketches made by Ransome more than 50 years before. After a night at the "Swan" and a breakfast of kippers, we drove directly to the headquarters of Porter and Haylett, a boatbuilding and chartering firm in Wroxham, where we were able to engage for four days a 37-foot deluxe motor cruiser with accommodations for four.

Known as the "Connoisseur" line, these boats built by Porter and Haylett are powered by a diesel engine and equipped with a system that stores heat generated by the engine to provide warm accommodations for a considerable period after the engine has been stopped. A stove with oven and a refrigerator are fueled by propane. A color television set and hot-water shower are standard equipment. An easily operated sliding canopy over the helmsman's station and lounge area makes it possible to have a boat open or closed as the weather and heights of bridges dictate.

For four days we traversed much of the Rivers Bure and Thurn, identifying the geo-

The Swan Inn a Horning Staithe as drawn by Arthur Ransome 50 years ago.



graphical features, buildings and wildlife mentioned in the two books. The success of this trip convinced us that we should return in the fall to explore more of the Broads.

Upon our return to the U.S., an article I wrote (Messing About in Boats, September 1, 1991) describing our short cruise led us to The Arthur Ransome Society, an organization of more than 700 members dedicated to learning more about the author and his writings (1). After joining the Society, we found that an East Anglia regional outing of Society members was scheduled to start from Wroxham on October 12, the first Saturday that we had planned to be in England.

Arrangements were made for us to join the party of 14 who had already registered for a day-long cruise on the River Bure to retrace some of the trails of the characters described in *Coot Club*. We met the other members of the Society at the George Smith and Sons yard in Wroxham on the morning of October 12, where two 24-foot day launches were waiting for us. We went in company down the River Bure, with side trips through Wroxham Broad, Salhouse Broad, and Black Horse Broad observing geographical features mentioned by Ransome. At Homing Staithe we moored for choice of lunch at the Swan or Staithe Cottage Tea and Coffee Shoppe. A stop on Malthouse Broad several miles below Homing afforded an opportunity to climb to the top of the 131-foot tower of Ranworth Church for a grand view of the surrounding countryside. We reversed course at the ruins of St Benet's Abbey just beyond the mouth of the River Ant, and returned directly to Wroxham arriving just before sundown.

On the day before the "Ransome" outing my wife and I had tracked the location of "White Moth", a celebrated, completely restored 60-foot sailing wherry yacht that was built in "Wroxham in 1915 and which we had read about in "Classic Boats" (No. 38, August 1991), to its present berth at Broad Tours, Ltd, The Bridge, Wroxham, and chartered her for the next day, Sunday. Because our outing had been so enjoyable we invited our new-found friends to accompany us. Despite the short notice seven guests were able to join us, and we left the next morning from Wroxham for a quiet sail over much of the same route we had taken on the previous day. Although the wind was less than ideal, it was a most enjoyable experience to observe the surroundings and water traffic while under sail in such a beautiful, comfortable boat. Our trip was made even more enjoyable by the knowledge and good nature of our skipper, John Burton, a fifth generation wherryman, and his mate, another knowledgeable native of Norfolk. On Monday, we went aboard the "Connoisseur" we had reserved, this time a 29-foot model with only one double cabin - otherwise the same accommodations and equipment as the 37-foot model, but a bit easier to maneuver when trying to moor stem-to which is necessary as some staithes. In the afternoon we motored to the head of navigation of the River Bure near the ancient village of Coltishall, and returned to a staithe downstream by a pub called "The Rising Sun". On Tuesday, we meandered down river, stopped at "The Ferry Inn", a famous pub also mentioned by Ransome a number of times, for an excellent lunch, and ended the afternoon by going up the River Ant to a public staithe upstream of Ludham Bridge.

The evening news on BBC-TV reported that a storm with 80-mile per hour winds was approaching Western Scotland and Northern England. It became quite windy and we saw two local men making sure that their fleet of small



Opposite page top: "White Moth", an elegant Broads sailing wherry yacht that we enjoyed a day charter aboard, with one of the "Connoisseur" model power cruisers alongside the opposite banking. Above, a sketch of the "Connoisseur" cruiser.

sailboats would be safe if bad weather were to hit the area. Because the weather report was unchanged the next morning, unpleasant weather being predicted for the next several days, and winds were higher than they had been the evening before, we called Porter and Haylett for advice. They felt that while it was unlikely that the winds would reach dangerous levels in the Broads, it would be prudent for us to return upstream on the Bure where it is more protected than in the lower reaches. We took this advice and returned to the River Bure, turning upstream in blustery showers. We stopped at the staithe at Homing and had lunch at the "Tea Shoppe" en route to Wroxham where we moored to a public staithe above the railroad bridge. Although the wind gusted to at least 35 knots, the boat did not seem to be affected to any significant extent in the protected waters of the upper reaches of the River Bure.

We enjoyed a leisurely trip the next day back to Coltishall where we moored for the night. The relatively warm temperatures we had been experiencing since our arrival began to drop rapidly, and because the forecast was for a cooling trend, we decided to return the boat a day early and continue our sightseeing by car with the promise that we would return in warmer weather for a more extended cruise.

Footnote:

The Arthur Ransome Society was founded in 1990. It includes six regional groups in the United Kingdom and liaison groups in the United States, Australia, and Japan and individual members in Canada, Cypress, Denmark, France New Zealand, Norway, Spain, and Sweden.

The Secretary can be reached through: The Arthur Ransome Society, Abbott Hall, Kendall, Cumbria LA9 5AL, England.

Americans should contact: E.C. Tillinghast, "Tarsus", P.O. Box 411, Burlington, VT 05402-0411.

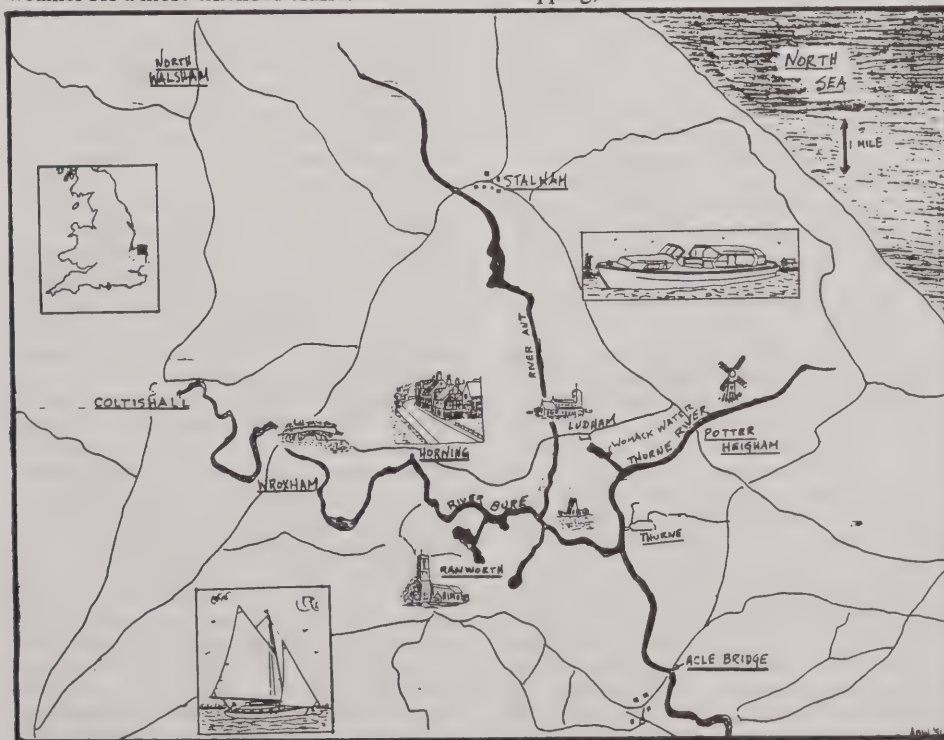
For information about chartering, contact: Blakes Holidays Ltd, Wroxham, Norwich, Norfolk NR12 8DH, England.

Hoseasons Holidays, Sunway House, Lowestoft, Suffolk NR 32 3LT, England.

Wherry Yacht Charter, Barton House, The Avenue, Wroxham, Norwich, Norfolk, NR12 8TL, England.

Broad Tours Ltd, The Bridge, Wroxham, Norwich, Norfolk, NR12 8DH, England.

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Leo Telesmanick and the Beetle Cat

Sometime in the early 1930s, a boatbuilder's apprentice named Leo Telesmanick asked the master builder, "How long are we going to keep building this same boat, over and over again?" Charles D. Beetle replied, "Skippy, as long as people keep getting married and having children, we'll be building Beetle Cats."

Charley Beetle died in 1936, but his prediction still can't be proved wrong. Since going into production in 1920, over 4,100 Beetle Cat Boats have been launched. The shop in South Dartmouth, now owned by Concordia Company and under the management of Stephen Smith, continues to boost that number by 25 or so every year. The gaff-rigged Beetle Cat, 12'4" LOA and half as wide, is the oldest plank-on-frame one-design in production in the U.S., and the only one being raced regularly in significant numbers. It has its roots in the history of the New Bedford whaling fishery.

Innovation born of desperation

Imagine sailing into your home port after a voyage lasting two years, and before you've even set foot ashore, someone tries to sell you something. In the late 19th Century, the New Bedford whaling fleet was on the brink of dissolution after years of decline. The builders who supplied whaleboats to the fleet were competing fiercely with one another for shares of a shrinking market, and they couldn't afford to lose an instant trying to make a sale. So they sent their men out in boats to solicit the captains' business the moment the ships entered harbor.

Among the most successful boatshops was the one owned by Charles D. Beetle, described by Llewellyn Howland as "an untidy giant with a heart as big and generous as his huge hands." Beetle built the Beetle Whaleboat, first crafted by his father James (b. 1811 or 1812; d. 1886), who was in many ways responsible for ultimate form of the American whaleboat, having introduced the batten-seam, carvel construction, mast tabernacles and centerboards, and innovations of hull form to the type.

Charley Beetle's success was partially due to his unusual guarantee. He offered to deliver new boats in 48 hours, or the whaler got it for free. It is reported that he never once had to give away a whaleboat. (While 48 hours is certainly pretty good, his father once delivered one in 27.)

Beetle built stock boats, ranging from 26' to 32' LOA, on a single set of molds. There was no lofting, no laying down. (Of course, all boats had the same beam, regardless of length.) And Beetle became, in the words of Jon Wilson, "a master of patterns, jigs, and motion." He all but eliminated measuring, spiling and fitting from the building process. Workers used patterns and templates for virtually all components. Never mind "measure twice — cut once." Charley Beetle made it "Don't measure at all." Although banks dories were being built with the same methods on Cape Ann, Beetle was probably the first to apply them to standard plank-on-frame construction.

Beetle had a skilled, stable workforce in an era of cheap labor, and he could afford to put many men on a single boat. By building the same boat over and over, the men refined their patterns of action and eliminated wasted motion. The shop was such a paradigm of efficiency that Henry Ford studied Beetle's methods when developing his own theories of mass-production.

By the early years of the 20th Century, whaling had declined from a commodity industry to almost the level of a curiosity, and the demand for whaleboats had plunged. Beetle's design was still a worthy one, however, and boats were still being commissioned for lifeboats and tenders. Commodore Robert E. Peary used Beetle whaleboats on his 1909 expedition to the North Pole.

Charles Beetle regularly laid off his workforce as winter approached. With the coming of spring, Beetle's wife would call at the homes of the builders and tell them to come back to work. Jobs in New Bedford's textile mills, rough as they were, offered a year-round paycheck, and Beetle's skilled workers began to desert him.

Around 1912, Beetle was maimed when a whaleboat fell on him. No longer able to work effectively on his own, he closed up his shop and moved in with his brother John, who also had a boatshop in the city. (A third brother, James Clarence, had moved to California where he too built whaleboats.) In addition to a diminishing number of whaleboats, John and Charles built custom boats to order, including catboats of their own designs.

Charles and John saw an emerging market in pleasure boating, which was growing in popularity with the nation's unprecedented prosperity following the First World War. And so the shop that was famous for whaleboats

turned toward playboats out of economic necessity.

The Beetles and the catboat type

The Beetle's role in developing the catboat type is a little unclear. John Beetle Baumann, grandson of Charley Beetle, recalls that, as a child, he was shown a half-model of an old Beetle catboat and was told by his elders that it was that particular hull had been copied by the Crosby family as the basis of their more famous cats. Baumann says several members of the Beetle family had designed and built catboats prior to 1920, some of them very close to the ultimate shape of the Beetle Cat. He recalls one extremely fast design with dual bilge-boards.

There is evidence that the Crosbys were building catboats in Osterville, on Cape Cod, as early as 1835. James Beetle first began working on boats in about 1827, and established his own shop sometime between 1832 and 1836, although the date of his first catboat is unknown. Chapelle says that the catboat originated prior to 1855, while Maynard Bray says 1850 or earlier, "probably more or less spontaneously and at the same time" in Cape May, New Jersey and Cape Ann, Massachusetts.

In any case, by 1920, the cat was indigenous to the region as a workboat, and the Beetles felt that it would make an ideal pleasure boat. It's the most boat you can have in a limited overall length. The extreme breadth provides stability, and its flat bottom makes it suitable for gunkholing and picnicking. The shallow, barn-door rudder lifts out of the water when the boat heels too far, causing the bow to swing into the wind and making capsize rare.

Most important, the gaff-headed cat rig, tended by a single sheet, is easy to learn and simple to handle. And though catboats generally exhibit a heavy weather helm, they retain their balance better than any other type. No matter how much you shorten sail, the center of effort stays in the same place fore-and-aft. It just moves lower, increasing the boat's stability as additional reefs are tied in. Combined, the catboat's hull and rig seemed ideal for young sailors.

John and Carl Beetle's design

For the Beetles' new stock playboat, John and his eldest child, Carl, took the traditional working catboat and shortened it from a typical length of 30 to 40 feet overall down to 12'4".

They kept the 2:1 length-to-beam ratio, setting the beam at 6'0". With the centerboard up, the boat draws less than six inches.

The cat was given very full bows for buoyancy. There aren't many 12-foot boats that allow half of a two-man crew to stand right up in the forepeak when approaching a dock — or to climb the mast.

John and Carl suspected, rightly, that these boats wouldn't be used only in protected waters in fair weather, so they included a six-foot-long foredeck to protect the cockpit from breaking waves. This also forces the crew aft, which counterbalances the weight of the rig.

There are no seats. With the crew seated on the cockpit sole, the center of gravity is kept low, and the heads of forgetful youngsters are kept out of the boom's way. The cockpit coamings are at the right height for a comfortable backrest. Peak and throat halyards are led aft so they can be handled from the cockpit — again, keeping the weight low and aft and protecting the crew.

The early years of the Beetle Cat Boat

Carl set to work building the little cats rightside-up, using the methods established by his grandfather James and uncle Charles. He also built schooners, motor yachts and lobsterboats, but within short order fell afoul of his elders. It's unclear just what Carl was doing wrong: newspaper articles of the day skip over the incident with little comment, except to say the business became "precarious." John Beetle Baumann and others connected with the operation are still reluctant to fully explain. Perhaps Carl's ideas on prudent business practice didn't agree with his elders' thoughts on quality, or possibly it was simply the need of a young man to do things his own way, regardless of the advice of his elders. Waldo Howland asserts that Carl simply "lost interest."

In any case, John and Charles took over the job of building the catboats. Because of his old injury, Charles' involvement was mainly advisory, while John did most of the hand work.

Known informally as "pumpkin seeds" for their broad, flat shape, the boats sold for \$225. In the prosperous '20s they caught on quickly. By 1924, a children's camp in Duxbury had 38 of them and small fleets existed in several towns around Buzzards Bay and on the Cape.

The Beetle shop continued to build other small boats as well. In 1924, a local newspaper reported that Charles would build "his last whaleboat." The five other builders in New Bedford had all long since died or given up on whaleboats. (He built another in 1933, intended for a museum display.) The same article shows a photo of a wood-framed kayak under construction.

John Beetle died in 1928, and the shop passed into the hands of his three younger children — Carl apparently remained disinterested or disinherited. Only Ruth, however, was available and interested in taking over the shop, which she did for herself and as agent for her siblings Ralph and Clara. She thus became the only female boatbuilder of her era, while retaining her job as a New Bedford school teacher.

A 1930 article in the Boston Traveler says that Ruth Beetle had worked side-by-side with her father before his death and that, as the shop's new owner, she caulked and painted hulls and canvassed decks. This was probably journalistic embellishment. Waldo Howland

writes that Ruth's "hands-on" involvement in the shop was as treasurer and bookkeeper. Regardless, as its shop's owner, Ruth can accurately be called a boatbuilder. But most of the building, it is certain, was done by John Baumann, husband of Charles Beetle's daughter.

In 1930, the shop took on an apprentice, 15-year-old Leo J. Telesmanick. It was the beginning of a 53-year long career for the youth then known as Skippy, who would later be accorded the less mellifluous name Mr. Beetle Cat.

Mister Beetle Cat

Telesmanick, the son of an Austrian immigrant who worked in the local textile mills, earned \$6 for a 48-hour work week, hauling water, keeping the boiler stoked, setting green lumber out in the sun in the morning and stacking it in the shed in the evening. He also worked on the receiving end of the stationary power tools. According to Telesmanick, Baumann would occasionally feed stock in wrong — skewed, or with the machine at the wrong settings — to make sure the apprentice was paying attention.

"Working under him was like working for your father," says Telesmanick, sitting in his living room, surrounded by mementos of his years in boatbuilding. Now 76, he lives with his wife, Alma, in a small house in South Dartmouth, a hundred yards or so from the present site of the Beetle Cat shop. "Charley Beetle used to come down once in a while and help out," he continues. "They treated you well, and they were very good teachers."

Like all good teachers, they were interested in Leo's future. They insisted that he continue attending school half-days until the age of 16. And then, they announced, he would attend night school.

Leo attended the New Bedford Textile School (now Southeastern Massachusetts University) where he studied machine shop practice. An early project was to fabricate, from rough castings and raw materials, a hand drill with a hollow handle for bit storage.

"We called them hurdy-gurdies," says Telesmanick. "They were very handy, with no cord to get in the way." Working with home-made bits that were just lengths of piano wire flattened and pointed at one end, a worker could drill through the cedar planking with "about three cranks of the drill." Telesmanick recalls that the first electric hand tool in the shop, a belt sander, didn't make work go any faster, but it did make it easier.

Telesmanick worked inside the hull during framing. He lined out frame placements on the planking with a batten and drilled holes from the inside. While Baumann hammered in the clinch-nails, Skippy held the steamed framed in place and followed Baumann with the bucking iron. "You'd have to listen to the rhythm and try to guess where he was going next," he says. "He'd only tell you once." The clinch-nails, he notes, were pointed with a double bevel, unlike the chisel-pointed ones common today.

The shop had no C-clamps. Most clamping was done with a length of hardwood, in which holes were bored at regular intervals. Pins were slipped into holes an inch or two beyond the parts to be clamped and wedges were driven between the pins and the workpieces.

Leo was the shop's only apprentice, and Baumann and Charles Beetle made up the remainder of the workforce, supplemented sea-

sonally by part-time workers. A total of about 130 man-hours went into a finished Beetle Cat. At the time, the shop was on the second floor of a building. Completed boats were dropped through a door by a block and tackle.

The shop bought castings for pulley shells, and Leo made up the sheaves from brass bar-stock during his machine-shop classes, turning out eight or ten a night on the lathe. Leo also mixed the shop's paints and putties, the latter of which was simply whiting and linseed oil. For seam compound, white lead was added. No precautions were taken when mixing this then-unknown hazard bare-handed. Then as now, the Beetle Cat was painted buff red on the deck and battleship grey on the interior. Anti-fouling paint was creosote mixed with copper sulfate. By adding sand to the mix, barnacles were kept at bay: The paint would flake off wherever the crustaceans tried to attach themselves.

After three years on the job, Leo became a journeyman and was finally allowed to really use tools on his own. His salary went up to \$9 per week. When he had finished four years of machine-shop night classes, he was told to sign up for three more years of mechanical drawing. "If you know how to make a blueprint," said Baumann, "you'll know how to read one."

Although primarily under Baumann's supervision, Leo continued to pick up tricks of the trade from Charley Beetle. One bit of advice he recalls:

"Leo," said Charley, "when the sun is sinking in the west, that's the best time to put in the ceiling. Then, all the joints are tight."

Another time, someone — Charley, perhaps — secretly scribed broad pencil lines all along a series of joints Leo had just made. The once-tight joints appeared to have opened up disastrously, and Leo's confidence was momentarily shattered.

1936 marked a turning point for the organization. Baumann took ill and was confined to bed. Leo, then 21, was courting Alma, his bride-to-be. Evenings, they would go together to Baumann's home. There, with Leo listening at the bedside, Baumann revealed the final, intimate details about how to build the Beetle Cat, how to purchase lumber, and how to run the shop — all information that the master builder had previously withheld from the apprentice.

John Baumann died in 1936. Charles Beetle, last of the New Bedford whaleboat builders, also died that year.

Ruth Beetle received an offer from a local builder to purchase the business, but she turned it down, saying, "Leo's had good training. If he doesn't know how to build a Beetle Cat now, he never will." She offered him the management of the shop and a substantial raise.

Telesmanick says he had little confidence at the time, but with Alma's encouragement, he accepted the offer. With two older workers under him and some young helpers, he boosted the shop's output from 25 to 48 boats per year. Before 1936 was through, Leo married Alma.

The Beetle Cat became a local institution. Fleets existed at yacht clubs on Narragansett and Buzzards bays, on Cape Cod, and on Martha's Vineyard. In 1937, the first New England Championship for Beetles was held off of Bristol, Rhode Island. In 1940, fleets from ten clubs were formally brought together in the New England Beetle Cat Boat Association, which remains the main sanctioning body for races.

During their first 20 years, most Beetle Cats had been skipped by youngsters. This

changed after the attack on Pearl Harbor. Washington restricted the use of most large yachts to conserve fuel and simplify coastal surveillance. Adults began commandeering their kids' Beetle Cats and, in doing so, many discovered what fine little boats they were. After the war, formal racing classes were established for adults.

During the hostilities, production came to a standstill. Virtually every commercial boatbuilder in the country was "drafted" for war work, and Telesmanick was no exception.

The Beetle shop locked up its inventory of custom-cast hardware in a safe, and Leo went to work for Carl Beetle, who was still in the area, building boats for the Navy. The arrangement didn't last long, and soon thereafter, Leo was hired by Palmer Scott who, with 200 employees, was one of New Bedford's largest boatbuilders. Leo built small tugboats and launches for the Army and Navy, and he also worked on the 26-foot whaleboats that Scott cranked out at a rate of one a day. In a sense, he was continuing in the Beetle tradition.

Concordia steps in

Immediately after the war, Carl Beetle established a company to build civilian boats in fiberglass, and he produced a design that was very much like the Beetle Cat. Waldo Howland, meanwhile, was looking for a small boat design for his yard, the Concordia Company, to build in wood, to complement its famous yawls.

The Howlands, as one of the most important maritime families in New Bedford, seem to have maintained regular business contact with the Beetles. The owners of the most successful whalers in New Bedford's fleet in the late 19th Century, it is probable that Howlands outfitted their ships with Beetle whaleboats. Waldo's father, Llewellyn, worked as a child in Charley Beetle's boatshop, bunting planks for a penny a piece. Much later, he hired Beetle to build a modified Block Island boat, which he called *Fox*.

Waldo, in *A Life In Boats* (Mystic Seaport Press, two volumes: 1984, 1988) writes that Carl was convinced wooden boatbuilding was dead and was eager to sell the Beetle Cat business to Concordia. The deal he made couldn't have been more favorable to the boat's survival. Carl sold the shop's inventory for an apparently fair price, but he charged Waldo nothing for the boat's design, nor for the enormous stock of good will. The only restriction was that Concordia could not call them "Beetle Cats". Waldo agreed to market them as "Wooden Beetles." This left Carl free to use the original name for his fiberglass versions, but he failed to do so. Carl apparently lost interest again and soon halted production. He turned his attention to larger boats, as well as large industrial forms, and here he passes out of our story. Eventually, the name restriction would ease, and Concordia's Wooden Beetles again came to be called Beetle Cat Boats.

According to Leo, Ruth Beetle had planned to leave the business to him but, being in need of capital, was forced to change her plans after the war. It appears, however, that it wasn't her business to dispose of.

So Waldo had a boat to build, but he was missing one essential element: Leo Telesmanick was still working at Palmer Scott's, where he had risen to plant superintendent. Waldo contracted with Scott to build the Beetles, stipulating that Leo must be in charge of the operation. Leo took the hardware out of the safe and set to work again, using the original molds and patterns.

Howland writes that, in the first year after the war, he expected eight to ten orders for new Beetle Cats. Instead, the company received "six times as many" orders. The size of the backlog demanded that production become more efficient. Waldo and Leo decided to build the boats upside down.

Leo took an average of measurements from a number of existing boats and then built one more Beetle Cat on the old molds with painstaking precision. Fairhaven naval architect Ben Dobson was called in to take the lines off of this benchmark boat, and Leo relied these lines to build a new mold. That's mold — singular. Stringers hold the upside-down station molds in permanent alignment, and provide a form against which the steamed frames are bent prior to hanging the planks — which is another reversal from the old method. The mold that Leo built in 1947 is still in use today.

The complete backbone assembly, including stem, keel, skeg, sternpost, transom, and centerboard trunk is placed upside down on the mold. The transom is clamped against heavy pads at the stern, and the top of the stem is fastened to the floor with a turnbuckle. The centerboard trunk fits into a slot on top of the mold. The oak frames, which are all steamed at once, are slipped through slots on the mold and bent in place. Time-Saver Number One: In the old method, all 26 of the ribs were half-frames. Now, 16 of them are continuous, from sheer to sheer. (Three frames in the bow and seven at the centerboard trunk remain half-frames.)

With the boat upside down on the mold, it is no longer possible to put a boy inside to handle the bucking iron, so clinch-nails were replaced by galvanized wood screws, and this represented Time Saver Number Two: only one man is needed to drive a screw, so two men can drive fasteners twice as quickly as before. It now takes under 15 minutes to hang a plank. (In 1973, galvanized screws were replaced with silicon bronze.)

Prior to the war, stems were steam-bent. For a short time after the war, Leo sawed them from hackmatack crooks. Soon, he switched to laminated construction, gluing up triple-width stems and slicing them into thirds on a bandsaw.

Perhaps most important, true production-line methods were introduced. Parts for the boats were now cut out in lots of five or six at a time, reducing tool set-up and break-down time. As soon as the first hull is lifted off the mold, framing begins on the next. At the second station, the hull is sanded and caulked, then it's flipped rightside up and moved to a third station, where the waterline is struck and the interior pieces installed. Meanwhile, hull number two of the series is being sanded, and hull number three is being framed and planked. Deck and deck fittings are installed at a fourth station, and the boat is painted at a final one. Five boats are completed in about two weeks' time.

These changes didn't exactly create a more efficient operation — it still took the same number of man-hours to build a boat — but they allowed Leo to put more men on the job and turn boats out of the shop more quickly. Manpower was not a problem at Palmer Scott. In 1955, the year after a great New England hurricane, the shop built nearly 100 boats to replace many that had been wrecked. That was in addition to repairing dozens that still had some life in them.

In 1952, Palmer Scott merged with O'Day in nearby Fall River, and Leo began commuting between the two cities, where he was in

charge of all small-boat production. O'Day was mainly building in fiberglass, and Leo acquired expertise in that material as well.

He kept at it until 1960, when Palmer Scott retired and Waldo decided to bring Beetle Cat production in-house. He hired Leo who, with his son Jon, set up a new shop at its present location on Smith Neck in South Dartmouth, across Padanaram Harbor from Concordia's main yard. Leo brought with him some of his old workers from Palmer Scott, along with the 13-year-old mold. The shop was soon up and running, and production continued as before. Leo's family moved into a house at the top of the driveway, a scant hundred yards from the shop.

The following two decades were a time of bizarrely little change for the Beetle Cat. Even as fiberglass all but took over the market, Leo kept turning out 40 to 50 Beetles per year. Two or three companies briefly built near-copies in fiberglass, but these were banned from class competition and they soon ceased production. Waldo sold the Concordia Company in 1969 to William Pinney, who then sold it in 1981 to Robert A. "Brodie" MacGregor, a Scottish expatriate who managed Concordia's Manchester Sailmaking loft.

In 1983, after 53 years on the job, having outlasted his former bosses and mentors and probably dozens of his own subordinates, Leo Telesmanick retired.

Not long before that date, a customer had ordered a Beetle Cat finished "bright." It's surprising that Leo consented to build it, for he had always striven to maintain production-line efficiencies by refusing custom orders. Also odd was the fact that the customer communicated with Leo entirely by mail, and his identity was somewhat of a mystery. But build it Leo did, and the boat turned out beautifully, its cedar strakes varnished a beautiful yellow-golden hue.

Brodie MacGregor, it turned out, was the mystery buyer. He presented the varnished Beetle to Leo as a retirement gift.

Painted on the boat's transom now is its formal name, *Aljean*, a contraction of Leo's wife's and daughter's names. But more often, he refers to the boat as "my gold watch."

The post-Telesmanick Beetle

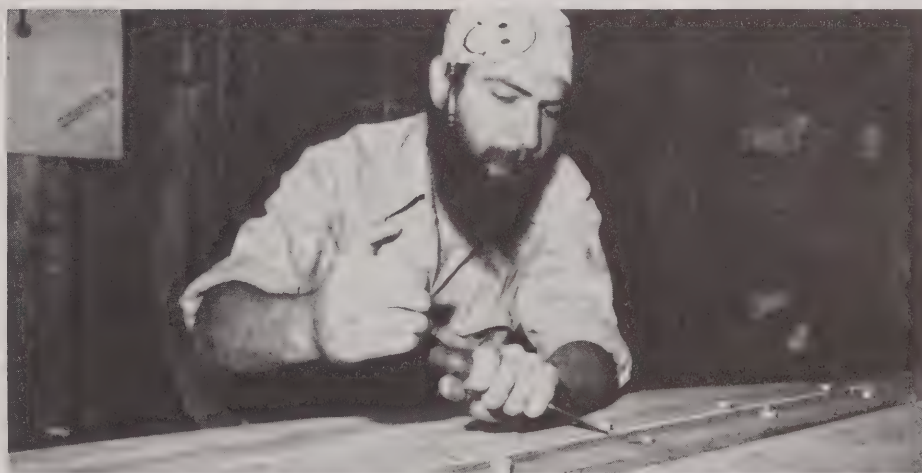
MacGregor is a difficult study. He insists that Concordia is a business, pure and simple, and never mind about tradition, art, or a love of classic wooden boats. "I hung around boatyards as a kid, but it's not a particularly sentimental connection," he says. "Concordia was a company with an excellent name and reputation and excellent skills," and he was willing, he says, to pay for the good will that those things implied.

MacGregor claims the Beetle Cat is "marginally profitable," although it's difficult to see how. The shop builds some 20 to 25 boats per year. The boats sell for between \$6,500 and \$8,000. They contain about \$3,000 worth of materials and 135 man-hours of labor. That doesn't leave much room for overhead. One suspects MacGregor of harboring a romantic appreciation for the boat that he won't, as a businessman, admit to.

In 1983, MacGregor hired Charles York, a builder from outside the Concordia operation, to take over the Beetle shop. Within weeks, Leo was asked to come back as a consultant, to train in the new manager. Leo wanted to take a more hands-on approach, so he signed on as a part-time, hourly employee, building all of the stems, worked on subassem-



At work in the Beetle Cat shop. Above John Fernandes and Stephen Smith hang a plank fresh out of the steambox. At right Jeff Beaulieu cutting bungs, and below Stephen planes a caulking bevel on a plank.



blies, and generally teaching York the Beetle Method.

By 1986, York was out and 30-year old Stephen Smith had been hired to run the shop, initially under Leo's tutelage but eventually on his own. In 1990, after five years on the job, he was comfortable enough with the method to dare to make the first modification to the Beetle in decades, by switching from resorcinol glue to epoxy for the laminated stem.

Leo now takes his retirement more seriously. He spends far less time in the shop, going in mainly to pass the time. In fair weather, he's more likely to be out on the Atlantic, fishing for blues, tautog or scup from his 22-foot Mako, wearing his Hemingway-style sportsfisherman's cap.

"I can't complain," he says. "I worked for good people since I was 15. Not many people would or could do it day in and day out for so long—the pay in boatbuilding is not that good. But the love of it was in the people that I sold boats to and met at different races. The families all knew me years ago, and now their grandchildren all know me. What more can you ask of life?"





Tom's Coast of New England Being an Account of a Cruise Along the New England Coast Aboard the Vessel "The Damn Foole II"

The Author admits to free and blatant pilferage from "Carter's Coast of New England."



"No shore leave again," the pilot announced. The Assyrian be-moaned another night of abstention. We supped heartily on beans and crackers. The wind soon increased and the Pilot advised me to drop a second anchor. Which I did. In the candlelit cabin I confessed to being very tired. I received no sympathy, and wondered openly why we were all out here.



In the morning we were aground at anchor, surrounded by shallow draft catboats. We freed ourselves though the tide was on the ebb and sailed out into a thick fog without a chart. We tried to follow other boats, all of which quickly disappeared. We rounded a bouy that I suspected was the last, leading into the outer harbor. It wasn't the last bouy as it turned out and we ran hard aground. All aboard jumped over the side to help get free. We pushed, pulled, rolled and rocked the boat but the tide this time dropped too quickly and left us securely in the mud.

"Good fishin there," we were told by a passing boat. This suggestion immediately had the spirit crew engrossed in that genetically addictive pastime, fishing even though there ain't no fish. I walked out and planted an anchor and then busied myself aboard, stowing things away.

"Everything aboard a vessel has it's proper place," I was told by the pilot, "which aint the same on all vessels, and it's a minor miracle when the proper place is discovered."

In the process I happened to tum the chart over and found a detailed enlargement of Plymouth Harbor.

"We're aground on Splitting Knife Shoal," I told the Professor, showing him the chart. This information provided him with the opportunity to explain everything we did wrong.

"I dont want to hear anymore," I told him, hoping to cut his pedantic prattle short.

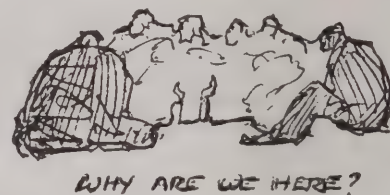
"We should examine our mistakes unabashedly and learn from them, otherwise they 're worthless," he continued.

"We have millions of years of mistakes behind us and the only thing we've learned from them is that we haven't learned a damn thing of any importance."

I wound the \$10.00 alarm clock and shook it to remind it. The incoming tide and the wakes of passing boats freed us by 11 :00.



The flag atop the lighthouse on the headland was straight out. We raised all sails only to find that the wind was not quite strong enough to stem the now flooding tide. We gave up trying to escape that accursed harbor. We headed for Saquish Head, running aground twice more, setting out anchors, and kedging off. Stormy cumulus clouds hids the sunset when we finally anchored.



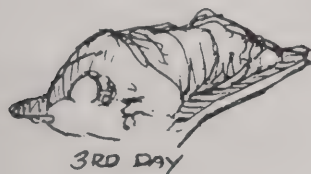
"There's no place else to be," The spirits chanted in unison. "And nothing else to do."

The halyards started making an awful clatter demanding that I go topside again and tie them away from the mast. It was a cold clear night with a cutting wind and it was good to get below. I never had a below in my previous boat, A Town class.

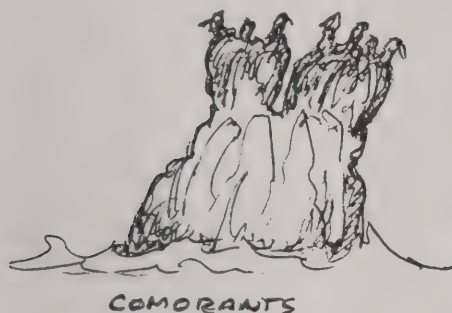
Still I had to tumble out of my berth many times to tie down all the things that go bang in the night aboard a boat. I was awake at sunrise but didn't want to get up.



"Take warning shipmate," the Pilot cautioned me. "The third day aboard a boat is a hurdle. You find that you want to go home to a familiar place. See, hear, touch and smell familiar things. But get by that third day and everything aboard becomes familiar. The boat is now home."



We hauled anchor. The wind was light and the sea flat as it should be. Sanctimonious comorants crowded on a rock watching us intently as we escaped the harbor



"Puritan salvagers ready to pick the carcass of our boat when we abandon hope," the Pilot commented.

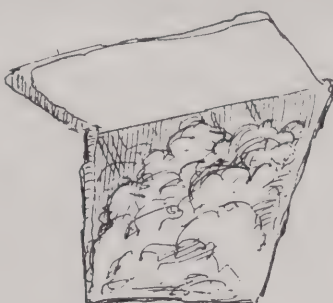
We made course for the Cape Cod Canal. But the uncooperative wind shifted into the south making our southerly course impossible. The crew called for a vote, the result of which was we set sail for Provincetown 25 miles distant.

Ominous clouds piled up in the west rumbling with thunder. We took all the sails down in preparation for it and sat in the cockpit. The storm overtook us at 2:30, raining heavily with no wind. Raining harder, it pounded the sea flat. Thunder grumbled as lightning flashed all about us. In a half hour the storm had ended leaving us cold and wet and frightened.



I glanced to the west again and it was black as night, grumbling insanely. A huge bolt of lightning came straight down out of the sky into the water a mile astern of us. That did it. The

crew and I clambered below, closed the hatches and lit the candles, each of us comforting himself the best he could.



I thought of the many pleasant sunny sailing days I'd had. The Artist dreamed of a permissive patron. The Assyrian remembered days when he was happily drunk. The Piscatologist thoughts went back to when there were still fish in the ocean. The Pilot thought of how he could embellish this storm into the greatest lie he had ever told. The Waterman prayed to every god he could think of to preserve his miserable life. The Professor talked about the atmospheric phenomenon of a storm as though knowledge was his safeguard. The clock stopped and had to be shaken vigorously. We waited for the worst.



Again there was no wind, heavy rain pounded on the cabin top trying to get at us. The lightning flashed simultaneously with the thunder. The storm was short but extremely violent. We were still afloat when it ended. Anxiously looking to the west again we saw it was clear and sunny, but to the north and south of us storms swept by all day. By 6:00 when we should have seen land there was none. It was getting late. By 7:30 we heard a fog horn and saw the top of the Pilgrim tower above the haze.

We sailed against the tide in light air. The sun set and the wind disappeared. We bent to the oars silently as the night came on. I flashed on the running lights only when other vessels approached. 10:30 we rounded the breakwater and anchored. We ate soup, and slept where we were, when we finished.

(To Be Continued)

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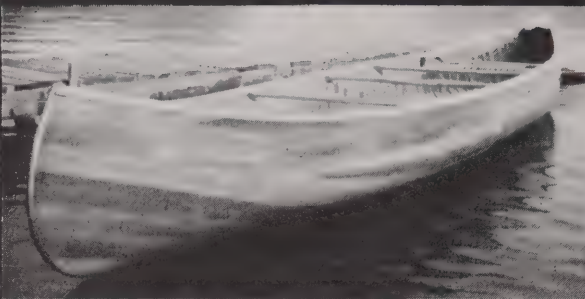
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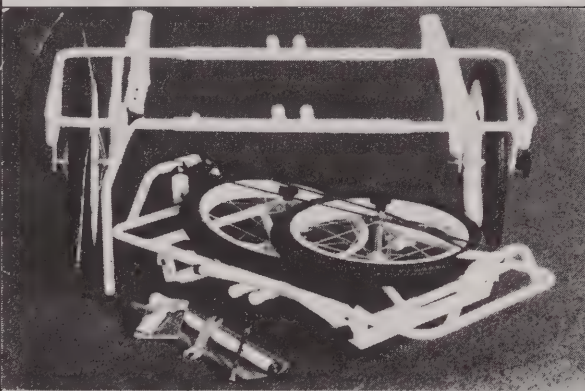
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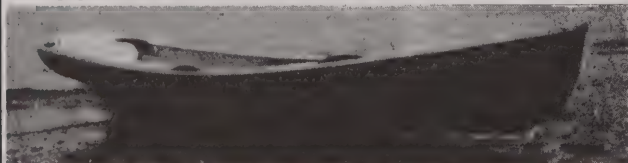
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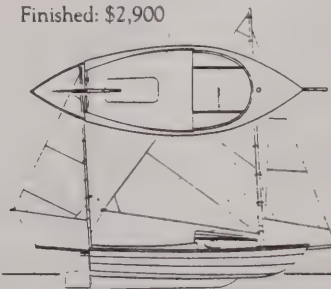
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We had traveled many hours in a hot crowded van with no air conditioning, but the excitement was not diminished. Twelve girls from 12 to 18 years old, two coaches and several carloads of parents had once again made the journey from Rhode Island to Bainbridge, New York to participate in the annual General Clinton Canoe Regatta. The races we would be participating in were held Friday evening and Saturday.

On Friday night the girls paired up with an adult (sometimes their own parent) - It's the Generational Gap Race! This short race sets the mood for the weekend; competition and fun.

Many, but not all, of our paddlers participated. Those who didn't race, cheered, and we became encapsulated as the Rhode Island Racing Team.

Saturday dawn arrived with an air of excitement:

"Where should we be?"

"Who do we stand with?"

"Who's my partner?" (they've only practiced together for 3 months).

"Where do we wait?"

And most importantly, "When is lunch?"

With each girl deposited in either a starting position or relay spot along the Unadilla River, we gave final instructions to the parents who helped shuttle the girls. Then we took our canoe and headed for the start of the ten mile relay where we had been assigned to sweep. (To sweep a race means to paddle down the river behind the last of the racers, assisting when necessary, but mostly encouraging and assuring a safe journey while accounting for all participants. It's a difficult task to come home without a paddler and have to break the news to the parents).

Our race to sweep was for 12 to 14 year old girls and had about 25 teams at the starting line. The day was ideal for racing: clear, sunny skies and NO wind.

BANG! and they were off. A flurry of paddles, canoe banging, shouting, and splashing churned the water and the air. It was great!

Off went the experienced and well trained

Why We Coach

By Dianne J. Klabecek and Robyn K. Orr

athletes. The not quite as experienced fell behind. The girls who are seasoned racers are a joy to watch, but the new, just blossoming racers are our favorites. They know within about two paddle strokes that they have NO chance of winning and that cloud of despairing reality hangs for a moment as they wonder, "Why did I ever agree to do this. It's stupid! I wish I had never come."

Then the magic happens. These young adolescents are slowly transformed into canoe racers. The kind of racer who will come again and again for the joy of participation and camaraderie. These are the paddlers who will smile and cheer for one another and readily lend a helping hand. Some of these girls will become serious racers, but as others get older, other activities will capture their attention, but perhaps they will return to the joy of canoe racing as adults.

A mile or two downstream we found ourselves allowing the current to carry us along. There were times when we had to paddle backwards to stay behind the last canoe.

We encouraged one team of little paddlers in their 17 foot aluminum canoe. A bend in the river came and before they could say "Stroke, stroke, switch" they were caught on a rock. The water was shallow and the current not dangerous, just surprising. They hopped out and were struggling to disengage their canoe. The current brought the canoe around and the water deepened from 3 or 4 inches to about 4 feet. The girls held fast and as we approached to assist, one small girl looked up and in a plea of desperation shouted, "Where's the front of the canoe?"

Once that issue was settled, in they hopped as lightly as damsel flies and off they paddled full speed ahead. It made no difference to them

that the other competitors were probably miles ahead of them. They paddled as though they were at an Olympic finish line, nose to nose with an opponent.

The minutes passed as we were truly enjoying the "task" of sweeping. We have commented often on the joy of sweeping and being privy to parts of the race that only can be seen from the river, amongst the competitors.

The next bend brought another marvelous experience. Two canoers were apparently tiring and weaving all over the river. These girls were sure the judges must have mis-measured their portion of the relay. They were forging onward, maintaining their count, only a bit slower. We paddled alongside to encourage them, and two girls with marvelous spirits greeted us.

The stern paddler was a whisp of a girl and appeared distressed. We inquired and she said that her eyes were very sore. We offered to use some spring water to wash her eyes for relief.

This trusting child who had never seen us before, paddled over to us as instructed. Then, as directed, she lay back across from her stern onto the lap of Dianne, our stern paddler, to receive first aid relief for her sore eyes. The bow paddlers held the canoes steady. At this point, the river presented no problem. There was very little danger of tipping. As she waited for the eye wash, the spring water was opened and then used to gently flush her eyes. AHHHHHHHHHHHHH.

The current continued to carry both canoes gently downstream. We approached a railroad bridge over the river. Who should be the ONLY two people on this remote crossing?? Her parents! They became concerned when they saw their daughter laying across from her canoe to ours. We quickly reassured them as we drifted under the bridge. Eyes relieved, we asked her if this happened often, or if she thought it was from the brightness of the day? She quickly and brightly replied, "NO, I JUST GOT SO EXCITED I FORGOT TO BLINK!!"

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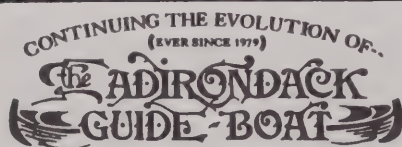
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MICRO TRAWLER AFTER 220 HOURS

Phil Bolger's "Micro Trawler" featured last fall in "Messing About in Boats" is the only powerboat design that has caught my interest, being foremost a sailor. I decided to build it because of its unique design as a boat which would enable us to explore the islands to the north of here within our limited time and money constraints.

This boat has ample room for accom-

modations for two for a weekend or longer, truly amazing in a 14-1/2 footer! I had built its prototype model "Bee" last year, and in this photo you can see my progress after 220 hours of cutting and epoxying 20 sheets of plywood together. I'm now on the project full time and should be launching in April.

Tony McGarry, 2200 NE 88th St. #13A, Seattle, WA 98115.



SOMETHING WITH A LITTLE ZIP

Pictured here is my Bolger designed "Skimmer". My original intent was to use the boat as dinghy for my larger boat on the Great Lakes. "Skimmer" was actually larger than I wanted for a "store on deck dinghy" but I also wanted something with a little zip. Since I had only a 4hp outboard, "Skimmer" was also a little heavy to zip.

I had read an article about modifying boat designs, so I applied some of what I read to "Skimmer". The length shrank from 8' to 7', the beam from 4' to 3.5'. I used 3/16" lauan underlayment instead of 1/4" ply to lighten the boat. The result was a lighter boat that took up less deck space and yet carried two adults with ease. It will plane with one aboard, even me at

195 lbs, and will really scoot with that 4hp. Just about the perfect boat, high speed with just one aboard (for the kid in all of us), small and light, yet with a large carrying capacity.

"Skimmer" was easy to build and Phil's plans explain the "how to do it" very well for the novice builder. I believe this is very important, and will be looking at more of his plans in the future to see what else of his I might like to build. I would like to see him design a small 5'-7' dinghy that would be extremely light yet be able to carry two adults and still be fast with a small outboard like mine. Although my "Skimmer" works well, it still takes up a lot of deck space. Perhaps a nesting dink would be appropriate.

James Gienko, 505 Avebury, Roselle, IL 60172.

FLOATING ON THE 45TH

Last November I received a call from the mill and cabinet instructor at Canaan Memorial School in Canaan, VT. Scott McKibben, teacher and local boatbuilder, had snapped his Achilles tendon in a logging mishap. We were acquaintances through similar pursuits; building and messing about in wooden boats up here on the 45th parallel where Vermont, New Hampshire and Quebec collide. I was delighted to be asked to fill in for him during his surgery and convalescence.

The class was in the middle of a cabinet project, so Scott wondered if we might throw a boat or two together during his two week absence. Pictured are the results!

We started with six first-time boatbuilders (finished with seven), a basic set of instructions, and tons of enthusiasm. About sixty hours went into producing these two Greenland style touring kayaks. Each is 14'6"x24", stitched together, epoxy saturated, and covered in fiberglass cloth. One was made of marine mahogany ply, the other of lauan doorskin.

Two paddles were also made during this period and a complete set of templates for future classes. The students did a damn good job of it and ought to be proud of themselves, as was I. I want to express my gratitude to Mr. McKibben and the school for making me welcome.

I am currently busy with shop repairs, two sea kayaks, a Nautilus canoe, and writing grant applications in hopes of taking a small boat construction program on the road to high schools in northern New Hampshire and Vermont.

Tom Pichierri, P.O. Box 95, Clarksville, NH 03592.



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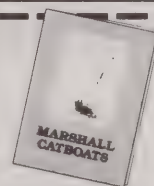
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For the past couple of years I spent my evenings in my recliner in front of the TV with a lap full of boating magazines and books. I studied all types of construction, always dreaming of some day building my own boat. I've been telling my wife that I wanted to plan my midlife crisis early by building a 20 foot boat that I could cruise the Carribean in.

Finally one evening it occurred to me that I would never build a boat unless I took that first step and started. I figured that if I were to design a boat of my own I should do it on a small scale first to learn more about boat construction so if I made a mistake it would be less costly.

I wanted a small displacement boat that would carry two in a small cabin. I first built a small balsa model. I showed it to my wife and told her that I was going to build a boat like it. Since she knows that I am a dreamer she ignored me. It doesn't cost much to start on a boat, \$50 worth of lumber can keep you busy for quite a while.

I bought several sheets of 1/4" lauan plywood and put them in my garage hoping I could get far enough along on the project before my wife found out that she wouldn't make me quit. At this time my wife, who is a school teacher, had to take a night class for extra credit. So the first evening that she went to class I butted a couple sheets of plywood together and drew and cut out the sides of my boat. These I carefully hid until she went to her next class.

That night I cut and assembled the transom and frames. By the end of the third night class I had epoxied the sides to the frames and transom, and it was looking like a boat.

My wife was shocked when she got home, "What is this?" she asked.

I quickly reminded her that I had told her I was going to build a boat.



Don't Laugh...It's a Beginning!

At first she said, "You can't build a boat, you don't know anything about it."

As if I hadn't learned anything in several hundred hours in my recliner. But she didn't demand that I stop so progress continued without guilt.

I flipped the hull upside down and put on the 3/8 inch AC plywood bottom. Then I laminated up the keel from fir with the center section being concrete for ballast. I then fiberglassed the bottom up to the waterline.

My friends thought I was kinda nuts for wanting to build a boat and joked about it but they always seemed interested in how far I was coming along.

One day I spotted an ad in a magazine for new outboard motors that a company was liquidating. I showed the ad to my wife and told her it was a good deal. To my surprise she said why don't you order one. So two weeks later I had my new 4 HP \$300 outboard.

I mounted it stationary in a well and made

a little rudder that is hooked up to a wooden wheel in the cabin. I also installed a bilge pump in the outboard well but since I built up a box around the hole where the outboard shaft goes through the well stays perfectly dry. The cabin is built of lauan also and spar varnished.

After 4 months of work I was ready to launch. What an exciting day that was for me. My wife and I were amazed at how everyone reacted to the boat as we towed it to the lake. People smiled and pointed, jaws dropped and people mowing their lawn ran into trees. Everyone on the dock and in passing boats wanted to talk to me about it. The boat performed exactly as I had planned. I can sit in the cabin and reach back and adjust the throttle and then cruise. My wife and I enjoyed the boat all summer long. My wife seems proud of me and even my friends say I hate to admit it but it's kinda cute.

Hopefully my story will encourage others to take that first step and start on their project. You can start small and still receive a great deal of satisfaction upon completion just as I did. I still want to build that cruising sailboat, but for now I am building an 8' sailing dinghy. My next project will be a cradle boat as we have just learned that my wife is pregnant.

The other day she said to me "You're gonna have to forget about building that 20' cruising boat, you have responsibility now."

Under my breath I said, "You're right, 20' is a little small for a couple and a child, better make that 30'."

"Did you say something?" she asked me.

"Oh, just wondering when you you're going to take another night class."

The boat is 11' long x 4' beam x 16" draft.

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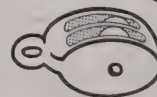
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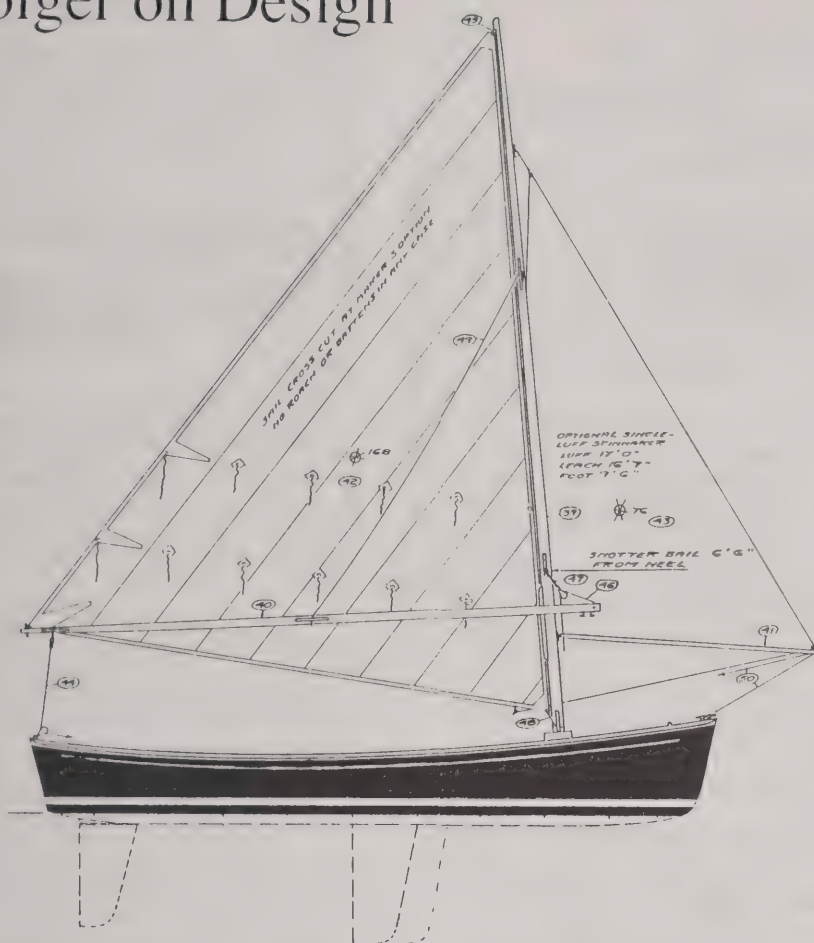
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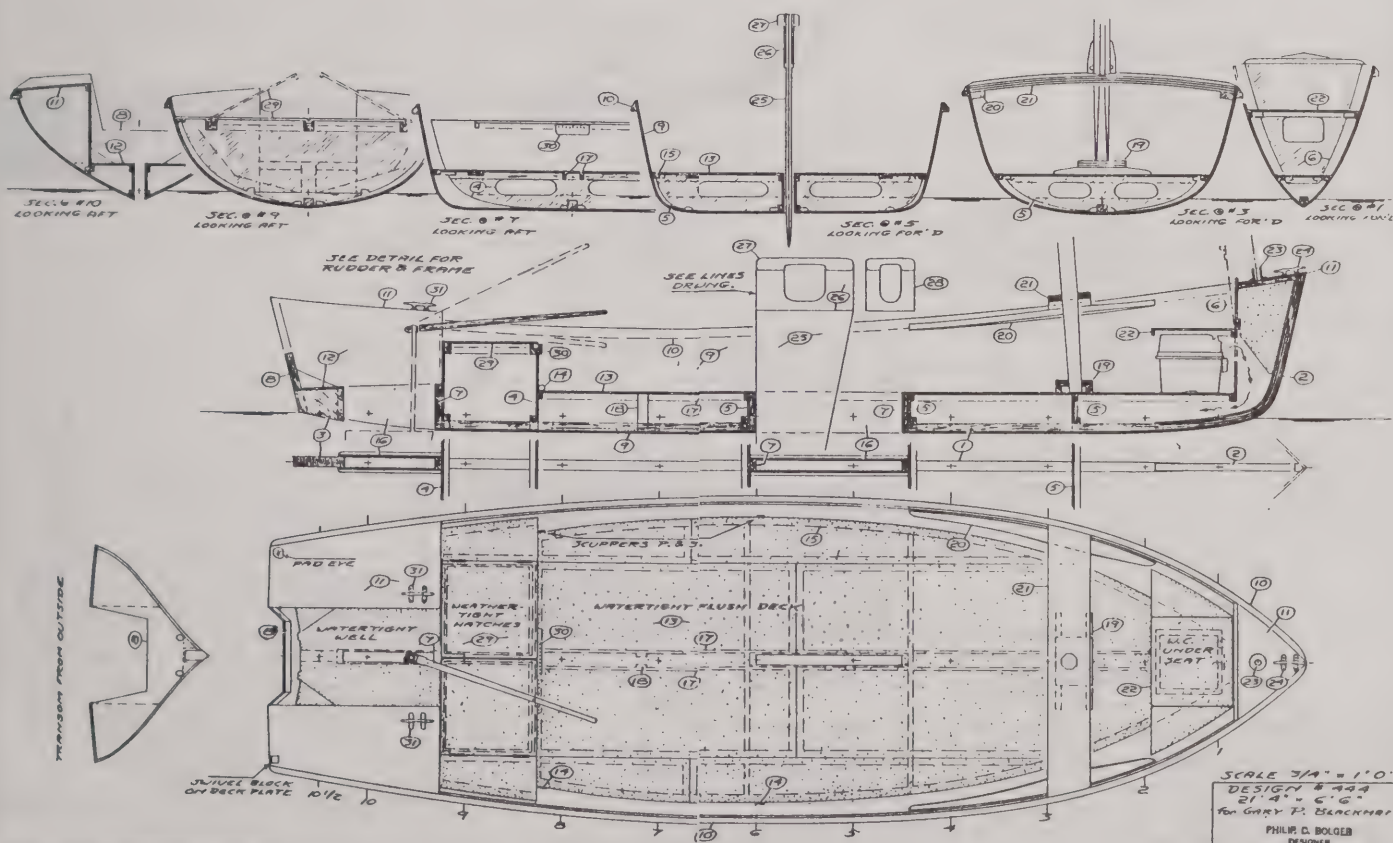


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The flattened bottom makes her as stiff as possible without ballast. Her performance is said to be comparable to an average Lightning or Thistle, but with less effort on her crew's part. Gary Blackman, who had her designed and built, tells me that a small jib improved her speed noticeably and for some reason reduced her pounding when closehauled in choppy water. She has never had the reaching spinnaker shown; I'd suppose it would speed her up still more.





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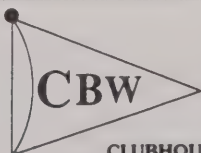
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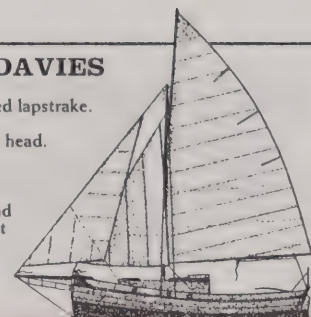
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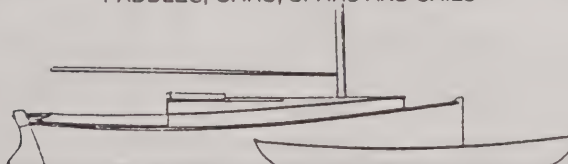


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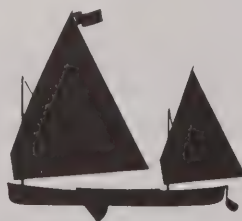
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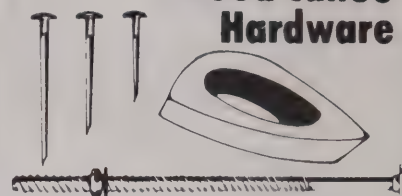
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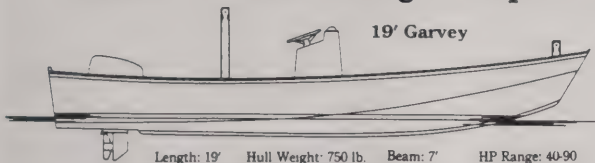
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Boat

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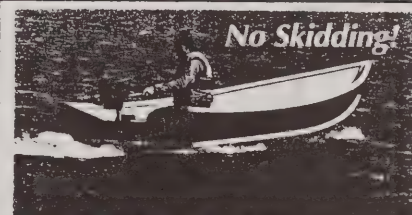


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1926 OLD TOWN CANOE, 18' canvas Guide model. Nds new canvas & 1 rib. Comes with new canvas, filler & paint. \$500.
MIKE MERRIAM, Coventry, CT, (203) 742-9704. (23P)

PEARSON 26 FG SLOOP, 1974. Must sell ASAP! M, WJ, G. Slps 3-5. '89 Johnson 8hp OB x-long. Standing rigging & halyards new '88. Barlow 2-speed self-tailing winches new '89. Set up for easy single handling. W/misc gear incl. Harken blocks. In Rock Hall, MD. \$7,900 OBO.
GREG DE COWSKY, Georgetown, MD, (302) 456-9239 or (410) 275-8091. (23)

WANTED, sails for Luger Southwind in serviceable cond.
MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (23)

16' GLOUCESTER LIGHT DORY, new Bolger VI design, beautiful fast rowing dory, 1/2 bottom, 3/8 sides, marine plywood, oak trim, bottom FG West system, flotation added, rowing hdrwr incl. \$800.
MIKE JENNESS SR., 16 Monroe St., Hanson, MA 02341, (617) 293-9916. (23)



"ILLUSION", Design #327: LOA 37'6"; LWL 34'4", Beam 11'9"; Draft 4'7". Celebrating her 30th birthday, "Illusion" is a classic Crocker cutter. She is purebred Crocker: Designed by Sam, built by Sturgis, maintained by Sam III. The mid to heavy range of displacement offers comfort & safety. Carries 100 gal water, 120 gal fuel, 1,200 lbs of equipment incl refrigeration, electric wash-down pump, pressure water, electric windlass, heating stove, spare parts & tools. All this and capacity to carry 1,000 lbs of food & personal equipment while doing 7.5 knots under power @ 1,600 rpm, or ease the sheets & watch her go! \$40,000.
J.A. JODICE, P.O. Box 616, Manchester-by-the-Sea, MA 01944, (508) 526-4075 (home), (617) 926-4900 xt 212 (work). (23)

17'EASY RIDER "ESKIMO" KAYAK, expedition equipped, incl rudder, 2 bulkheads, dust cover, neoprene spray skirt, nylon spray skirt, white w/orange trim. Exc cond. \$1,600.
BOB LONEY, Norwalk, CT, (203) 847-6777. (23)

EASY RIDER "DOLPHIN" KAYAK, custom, foot control rudder, foot braces, stern hatch, stern FG bulkhead, dust cover, neoprene spray skirt, nylon spray skirt. Yellow & white, exc cond. \$1,100.
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28

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APPLEDORE POD 16, white, w/Oarmaster & F. Collar oars, exc cond. \$1,350.
GEOFFREY CONKLIN, P.O. Box 561, Old Lyme, CT 06371, (203) 434-7785. (23)

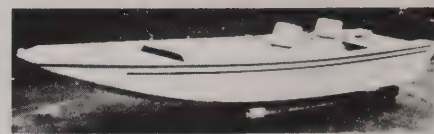


24' VIKING SHIP, graceful lines, bronze fastened, hand carved stem, sternpost, head & tail, authentic rigging. Daysailer w/trlr. \$16,000.
MIKE BROUSSARD, Corsair Marine Custom Woodenboats, Pass Christian, MS, (601) 452-3732. (23)

FLORIDA BAY MUDHEN, 1983, 17' gaff-catrigged sharpie; dark green FG hull, tanbark sail, galv trlr. Asking \$2,800.
PENN PFAUTZ, Middletown, NJ, (908) 957-0474. (23)



ULTIMATE PORTABLE PERFORMANCE SAILING, Topper's "Catapult" catamaran. A car toppable 16'7" w/aluminum frame & inflatable hulls. 107 sq ft sail area, all up weight under 200 lbs. Incl optional jib which adds another 30 sq ft. Boat in MD. \$2,900.
ROBERT TABB, 33 Nicholls St., Lockport, NY 14094, (716) 433-7002. (23)



16' OUTBOARD BOAT, professionally designed & bld for a magazine how-to project. In water briefly for test & photo runs, in storage since. Like new cond. 16' x 62" beam, 20" transom. Suggest 20-50hp. Garvey style hull, planes quickly, vy gd handling. Lg open cockpit, fwd seat swivels. Gd utility or young folks' boat, duck hunting, ski towing. Mahogany frame, double lamination bottom half-inch thick, vy solid. All wood inside and out 3 coats Clark craft epoxy to seal out water. White hull, red stripe, blue deck, grey interior, varnished gunwale strips, vy handsome. Nd space for other projects. \$950 wo/trlr, \$1,250 w/ expertly made wood frame rustproof trlr.
BOB WHITTIER, Box T, Duxbury, MA 02331, FAX (617) 934-5136. (22)



22' TANZER, 1973 K/CB, FG, vg cond. 7.5 Sailmaster OB (1991), 7 sails, lifelines. Slps 4, dinette, icebox, sink, stove, radio, 16 yrs of classic literature, trlr. \$4,500.
JOHN GUIDERA, Vineland, NJ, (609) 567-7352 (w), (609) 697-0298 (h). (23)

TASHMOO 15 LOBSTER SKIFF, Yamaha 25hp, galv trlr, \$3,900.
EARL CADWELL, 1558 Ridgewood Dr., Lilburn, GA 30247, (404) 564-8596. (23)

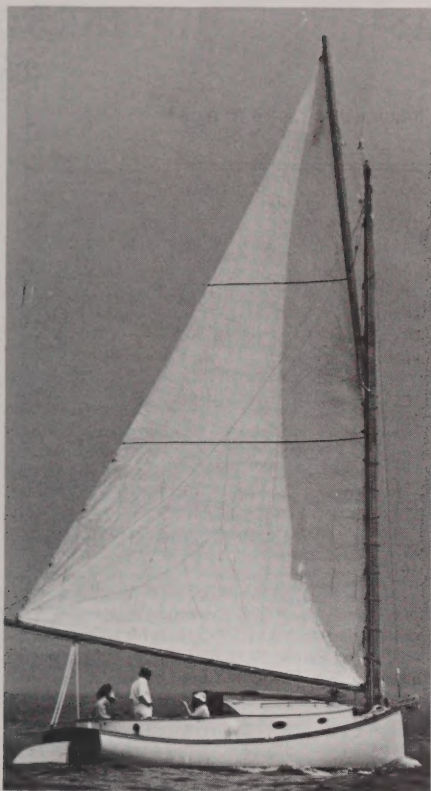
OLD TOWN 15' TRAPPER, nds minor structural work & canvas. \$250.
EARL CADWELL, 1558 Ridgewood Dr., Lilburn, GA 30247, (404) 564-8596. (23)

15' WEST WIGHT POTTER, gunter rig, British Seagull 3.5hp, anchor, pulpit, cockpit & cabin cushions, trlr, extras. Safe & stable. \$1,995.
JOHN SOKOLNICKI, Lyme, CT, (203) 434-2680. (24P)

WANTED: Cylinder, cylinder head & gas tank for Sea Gull Century Plus OB.
PHILLIP SHELTON, 3201 Austin St., Corpus Christi, TX 78404. (23)

KLEPPER SOLO SEAT & 2 pr double paddles, \$300 or BO.
GAIL FERRIS, Stony Creek, CT, (203) 481-4539. (23)

NEEDED: I have an Alcott Minifish hull & mast, nd all other parts, rudder, dagger board, sail, booms, etc.
MARC, Taunton, MA, (508) 824-4506. (22)



"MAMIE", Fenwick Williams 25. Launched May, 1984. Constructed of finest materials: Mahogany over white oak, silicon fastenings throughout; Sitka spruce spars. Custom-made traditional bronze fittings, except Harken blocks for running rigging. Interior: Cedar ceiling & bulkheads w/mahogany moldings. Dual burner CNG Shipmate stove w/oven plus a cast iron cabin heater. Marble galley & outside fill, inside access icebox. Enclosed head & sink fwd w/much storage. Cabin has 2 settees of 6" custom-made foam cushions, covered in dark brown velvet w/dry storage under (above cedar ceiling). Both settees pull out offering 2 huge double berths. Fully found, incl VHF, Furuno Loran, Autohelm 7000. Powered by a quiet reliable 4 cyl FWC Graymarine Lugger equipped w/ 50A alternator, driving a Paul Luke 3 blade (15"x12") feathering propeller via a monel shaft, 48hp provides comfortable 6.5 knot cruising w/plenty of spare rpm. The engine room is equipped w/ automatic Halon fire extinguishers system, 2x volumetric rating. Two 100AH marine batteries and 2 lg CNG tanks complete the engine room, which is easily accessible through 2 lg cockpit hatches. Teak cockpit gratings. Yard maintained. Sisterships: "Shoveller" & "Simba". Exc cond, ready for rigid survey. LOA 25'0", LWL 24'5"; Beam 11'8"; Draft 2'8"/6'5"; Mast 42'0"; Gaff 53' above WL; Ext ballast 1,200 lbs. Price \$50,000 firm. J.A. JODICE, P.O. Box 616, Manchester-by-the-Sea, MA 01944, (508) 526-4075 (home), (617) 926-4900 xt 212 (work). (23)

17 PISCATAQUA WHERRY, blt 1976 at Strawberry Banke. Pine over oak, can be rowed single or double, fixed seat. Design well known for speed & seaworthiness. Nds paint. \$500. JON ABORN, Buzzards Bay, MA, (508) 759-9786. (23)

20' ST. LAWRENCE RIVER SKIFF, blt 1989 by Wm. Clements Boat Builder to modified lines from Mystic Seaport. Constr is glued lap plywood epoxy coated & finished bright. Has folding CB from Springfield Fan Centerboard Co., & is rigged as gunter ketch. Vy fast under sail or oars. Maintained in like-new cond. GARDNER BALDWIN, 1904 Nantucket, Houston, TX 77057, (713) 789-6319. (1)

17 FOLBOT, non-folding type, gd cond except 6" gash in deck fabric. Asking \$200. ROD MINCHER, 1981 Glencrest Ln., Annapolis, MD 21401, (410) 266-8015. (23)



13' CATSPA W DINGHY, sailing, rowing. Modified Herreshoff design, cypress on oak, African mahogany trim & seats. Just completed, ready to sail, spritsail rig. FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (23)

14' BLUE JAY, registered Sparkman & Stevens design. Never been launched. Main, jib, spinnaker, aluminum spars. Ready to launch. FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (23)

13-1/2' WHITEHALL, Sitka spruce planking on white oak frames. Compl w/CB trunk. Never been launched. FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (23)

WAYFARER #4100, FG. Main, jib, spinnaker. On trlr. Great boat. Will consider trade for something interesting.

MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (23)



BOLGER LIGHT SCHOONER, 1990 in perf shape, ready to sail. Incl beautiful custom Trailux alum trlr. This boat snaps heads around wherever she goes. Call or write for details and photos. \$5,000 or consider trade +/- cash for trailerable tabloid cruiser like Bolger Micro, Black Skimmer, or cuddly version of Garden Eel.

CHARLES ANDREWS, P.O. Box 3135, Kent, OH 44240, (216) 678-3010. (22)

DOVEKIE #105, blt 1984. Standard boat w/forest green hull & trlr. This version incl bow CB, lg FG leeboards, canvas & FG hatch covers, enlarged sail, cockpit seat. Additional equipment incl the E&D motor mount & 1990 4hp Evinrude w/3gal portable tank, portable toilet, back porch & bimini, 2nd dodger & sprit cover in exc cond. Also incl trlr bearing buddies, trlr wheels & tires purchased 1992, mast/ mainsail cover & leeboard hubs modified by E&D. \$7,250.

JOHN PARSONS, Olney, MD, (301) 774-5074. (23)

COM PAC 16', lots of extras & exceptionally clean. \$3,500. Several other sailboat trades coming soon. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (23)

14' CABIN SHARPIE, full batten mainsail, roller reef jib, tabernacle mast, all standing rigging, most running rigging. \$1,500. Trlr \$250 or BRO. STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (23)

SEA NYMPH 14', 25 Evinrude, trlr, oars. 1992 outfit used vy little. \$3,000. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (23)

BLACKHAWK NIGHTHAWK I, 13'x27", 36lbs. freestyle/daytripper solo canoe. Pea green w/ash rails, canted cane seat & contoured knee pads. Designed by Bob Brown. \$540. JOHN BARTOS, Houston, TX, (713) 957-3809. (23)

SAN FRANCISCO GREAT PLICAN, glassed hull, epoxy ply deck, cockpit coamings, seats & cabin. Tabernacle mast, solid boom, hollow gaff, some rigging, new sails. \$1,750. Trlr \$500 or BRO. STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (23)

14' PEAPOD, decked w/lg oval cockpit. Mast, boom, gaff, rudder. A gd solid boat, strip hull epoxy glassed inside & out. \$750. Trlr \$200 or BRO. STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (23)

EVINRUDE 9.9 OB, 1981 Sail model, longshaft, hi-thrust, electric start. \$495. JOHN CHICOINE, St. Albans, VT, (802) 524-6122. (23)

SAIL WANTED, in nd of sprit sail for 8'pram. Spar dimensions require leech to be in 5' range & foot to be around 6'. DAVID WATSON, Cambridge, MA, (617) 547-2980. (23)

WANTED, a reasonably priced/inexpensive used Martin Trainer shell, Oarmaster, oars.

14' CATAMARAN, wood hulls & deck, vy gd shape. Rotating mast, new main, club footed jib. Fast, fun. \$250 or BO. Delivery may be arranged. CHARLIE VON HAGEL, Bel Air, MD, (410) 838-9261. (23)

SUMMER RENTAL, beautiful Rockport, MA village location, 3 rm apt, shrt walk to beaches & boating. Garage space for boats, bikes, canoes, etc. DAVID MC KIE, Rockport, MA, (508) 546-7701. (23)

LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multi-purpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications. INDIAN POINT GUIDÉBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

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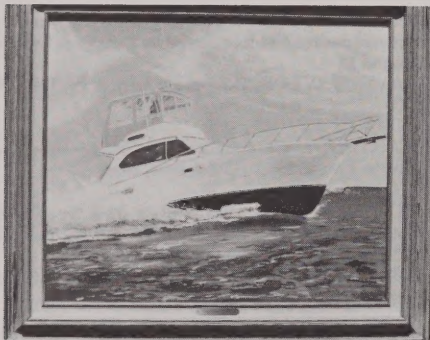
SUMMER RENTAL. House on Maine island nr Acadia National Park. 3 br, bath, kitchen. View of hbr, hiking trails on property & at other places on island. Fresh water swimming in nearby quarry, launching sites for small boats, sandy beach. \$475/wk, Sat-Sat. Access to island by ferry 6 times daily.
IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

"SLEEPER", 7'10" car-toppable sailing cruiser. Slps 2 below decks. Plans \$35, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

21' SEA PEARL CB model, ballast tanks, new 2hp Yamaha OB, galv trlr, custom sail & boat covers. Perf cond, located in FL.
DONALD MAHARAM, Sands Point, NY, (516) 582-3434. (TF)

"SAUSALITO WATERFRONT STORIES", \$9.95 + \$2.50 s&h.
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TROPICAL HIWAY EFFICIENCY COTTAGE, KEY LARGO, PRIVATE BAY FRONT, ENJOY TROPICAL FOLIAGE & SUNSETS. RENT INCLUDES 16' DAYSAILER, TANDEM CANOE, HOT TUB, LAUNDRY FACILITIES. 4 PERSON MAX, \$395/WK, SAT. TO SAT.
KEY LARGO SHOAL WATER CRUISES, KEY LARGO, FL, (305) 451-0083. (TFP)



PORTRAIT OF YOUR BOAT. Artist now accepting commissions to paint portrait of your boat, or you may have a favorite vessel. Send SSAE for info.
JACK SARHAGE, 1530 Franklin Ave., Collinsville, IL 62234. (22)

CANOES & KAYAK. Curtis Blue Gill solo canoe 14'6"x29-1/2" FG, 43 lbs. \$700 BO. Curtis Vagabond solo canoe 14'7-1/2"x27" FG, 37 lbs. \$975 BO. Keeowee kayak 9'2"x30", 33 lbs, stable & easy for novice to advanced, w/paddle & skirt. List \$560, sell \$385.
TOM KAYSER, Fairport, NY, (716) 248-3410 days, (716) 248-5418 eves. (22)

SMALL BOAT GEAR. Small jib, dacron, approx 36 sq ft, for Swampscott dory. \$75. Shaw & Tenney oars 6-1/2' w/sewn leathers/button & bronze round oarlocks. New, list \$140, sell \$125. Rushton design folding outrigger oarlocks, bronze. New, list \$145, sell \$125.
TOM KAYSER, Fairport, NY, (716) 248-3410 days, (716) 248-5418 eves. (22)

18' FENWICK WILLIAMS CATBOAT, 1989, cedar on oak, inbd marine engine, slps 2, wheel steering Edson gear, folding cabin table, cockpit, sail & winter covers, sturdy cradle, dacron gaff rig sail, cushions, stove, porta potti & extras. \$20,000. Hauling to you can be arranged.
WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (22)

GLENN L FRAME KIT w/compl plans to build 21' CB sloop. Brand new, never started. Can be viewed by appointment at Maine Boatbuilders' Show in March. Asking \$300.

CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 days, (508) 657-8207 eves. (22)

30



1940 OLD TOWN "OTCA" 17' wood/canvas canoe, S.N. 128845. AA grade, 20" long mahogany decks, floor rack. 1940 Old Town catalog describes the "OTCA" as "a canoe designed for comfort, safety and fine appearance. It never fails to give its owner and occupants a feeling of complete canoe joy." Exceptional cond, has been in water only twice since 1991 professional restoration. Asking \$1,600. Delivery within reas dist poss.
JOE AMOROSO, 19 Forest Ln., Cumberland, ME 04021, (207) 829-4605. (22)

MODIFIED SHARPIE SKIFF, from Howard Chapelle's "American Small Sailing Craft". 20' LOA + 3' bowsprit. Gaff rig w/jib incl large & small mains w/2booms. This is a real head-turning classic design. Great daysailer w/many custom design features. Asking \$2,000.
R. BLAKE, 303 Shorewood Dr., E. Falmouth, MA 02536, (508) 548-5586. (22)

24' EASTWARD HO SLOOP, Eldridge McInnis Inc design, mahogany/oak hull. Incl main, genoa, jib, Atomic 4 aux FW cooled, sink, stove, head, refrig, VHF, knotmeter. Trlr available. \$7,600.
BUTCH CHASSE, Amesbury, MA, (508) 388-3135. (22)

SEA KAYAKS. Tsunami X-1, used, gd cond, \$1,500. Tsunami X-0, used less than 1 yr, exc cond, \$900. Valhalla Surf Ski, gd cond, \$500. These are all washdeck kayaks. The Tsunamis have numerous unique features making them suitable for the hardest playing & surfing. Any questions?
JIM TENNERMAN, Watertown, MA, (617) 924-6969. (22)

"OUT YOUR BACKDOOR". Like "Messing About in Boats" & "Rolling Stone" blended together (shaken not stirred). A friendly, snappy aperitif to whet your wild whistle. "A sort of "Prairie Home Companion" for the true doer." (Woody). "Whimsical." (Bob). \$8 sub. Contributor contest \$5.
OUT YOUR BACKDOOR, 4586 Meridian Rd., Williamston, MI 48895. (23P)

WANTED 30-35' wood or FG workboat for conversion to cruising. Single engine only, no planing hulls. Under \$10k.
JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (22)

CANOE LINES, PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip-built or wood/canvas construction.
FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

WANTED. A replacement of my well travelled hypalon inflatable kayak. Forelle III model, 13' long, made by Semperit of Austria, 1983-85.
AUDREY SUTHERLAND, 61551 Pohakuloa Way, Haleiwa, HI 96712, (808) 637-4126. (22)

10-1/2' SKIFF, Bolger design, w/oars. \$400.
DON PIGEON, Merrimac, MA, (508) 346-8479. (22)

A STROKE OF GENIUS



AMERICA'S FAVORITE ROWING SHIRT! Specially priced; T-shirt \$16.50, Tank \$14, Sweat \$22. M,L,XL. Free shipping, MC & Visa.
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INVENTORY CLEARANCE: 10'6" Wee Lassie solo canoes, cedar strip WEST system, weigh only 23 lbs. Exquisitely hand crafted, \$995 plus shipping/delivery.
BRAGG HOLLOW BOATWORKS, P.O. Box 95, Halcottville, NY 12438, (914) 586-3101 days, (607) 326-4071 eves. (24P)

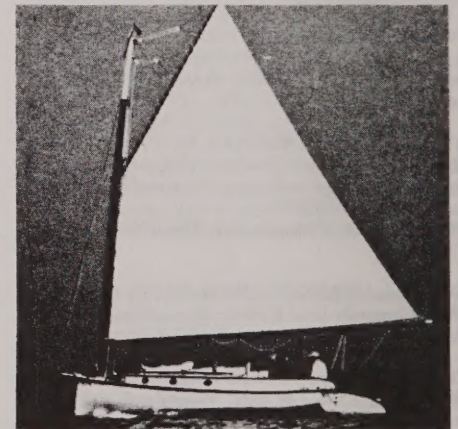
WANTED: 19' O'Day (Stuart) Mariner, 1984 or later..
P.B. WORTHEN, Marblehead, MA, (617) 631-2813. (22)

SALE OR TRADE: William Atkin designed "New Sister" professionally built 24' gaff rigged clipper bow sloop. Cedar & mahogany on oak, vy traditional. Draws little more than dew, C/B, slps 2. Grt gunhole cruiser. Gd working sails. Price reduced from \$3,500 due to capsizing at mooring in late fall gale. Will consider in trade a Rhodes 19, Mariner or Daysailer. Gtrt little spring project at \$2,800/offers.
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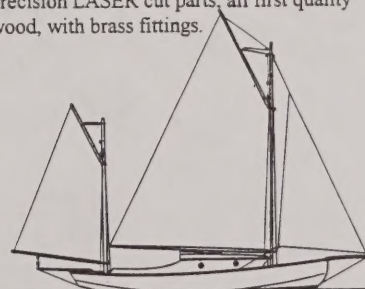


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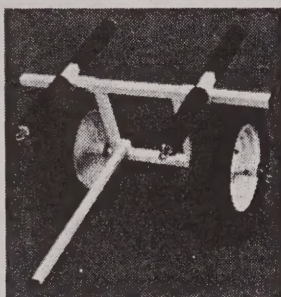
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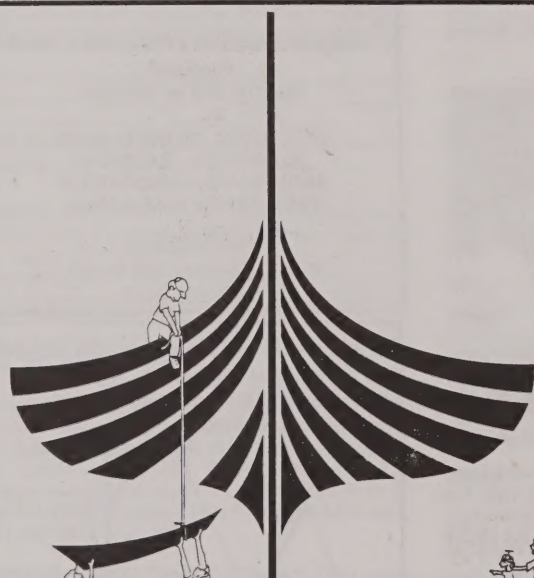
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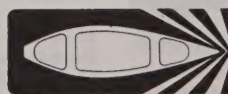
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